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UNITED STATES DEPARTMENT OF AGRICULTURE

DEPARTMENT BULLETIN No. 1279

Washington, D. C. ▼ March 14, 1925

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RURAL HIGHWAY MILEAGE, INCOME, AND EXPENDITURES 1921 AND 1922

By

ANDREW P. ANDERSON, Highway Engineer
Bureau of Public Roads

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GENERAL SUMMARY

The rural public roads of the 48 States, that is, the public roads located outside the limits of incorporated villages, towns, and cities, had on January 1, 1922, a total length of 2,941,294 miles and involved a total disbursement of $1,036,587,772 during the year 1921. Of our total road mileage 387,760 miles had been improved with some form of surfacing, such as sand-clay, gravel, macadam, or pavement when the year 1922 began.

As totals, these figures are impressive. Our total road mileage is sufficient to encircle the earth at the equator nearly 118 times, while our surfaced mileage is sufficient to gridiron the United States with 75 east and west routes extending from ocean to ocean and an equal number extending north and south from the Canadian border and the Great Lakes to Mexico and the Gulf. These totals help us to

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visualize the vastness of our present highway activities and to realize more fully the ever increasing demands that modern traffic is making on our highways.

But while the above totals speak of great accomplishments they also speak with equal force of the vastness of the work still to be done, of the urgent need for still greater efforts which much be made before our highways shall be fully adequate to meet even the present traffic requirements. They voice a call for more funds and for better direction and control in their expenditure, for more definite planning for the future as well as for the present, and for the more general employment of our ablest talent for terms of office which shall be conditioned only on integrity and ability.

Furthermore, while our rural roads amount to the tremendous total of 2,941,294 miles this is only an average of ninety-nine one-hundredths of a mile of road for each square mile of land area, less than 1 mile of road for each 640 acres of land. If our 387,760 miles of surfaced roads were equally distributed over the 48 States they would only amount to thirteen one-hundredths of a mile for each square mile of land area, or but slightly more than 1 mile of surfaced road for every 8 square miles of land area. And while our total rural road expenditures in 1921 amounted to $1,036,587,772, this is an average of but $348.57 per square mile of land area, $352.43 per mile of road and $9.85 per capita of our 1920 population.

In 1904, the year for which the first rural road survey was made by the Bureau of Public Roads, the motor car had not been seriously thought of as introducing a road problem. Now, only 19 years later, we have about 15,000,000 motor cars and trucks on our roads, although more than 2,000,000 miles, or over two-thirds of the total mileage of our rural roads, is little or no better than it was 20 years ago. These facts tell us most emphatically that the job of building the nation's highways has been but little more than begun. How soon and how well the work will be completed depends entirely on how intelligently and resolutely we dedicate ourselves to the task.

While we still have much to accomplish, the rate of progress during recent years has been gratifying. In 1904 the total income for all rural-road purposes amounted to only $79,623,617. This included the estimated value of all statute labor or taxes paid in labor, which at that time amounted to slightly more than $20,000,000 leaving only $59,527,170 as the actual cash income for rural roads during 1904. By 1914 statute labor, always inefficient and unsatisfactory, had become an almost negligible part of the total highway income which in that year amounted to $240,263,784. This was an increase of 202 per cent over the total income of 1904, or an increase in the actual cash highway income during the 10-year period of 304 per cent. The increase during the following seven years from 1914 to 1921 has been even greater. The grand total of income for all public road purposes in 1921 amounted to $1,149,437,896, an increase of 378 per cent in seven years.

In 1904 the Bureau of Public Roads adopted the policy of conducting at intervals an investigation to determine the mileage of improved and unimproved roads, the revenues for road purposes, and other related data. In accordance with this policy investigations were made in the years 1904, 1909, 1914, and 1921. Partial data, secured for 1922, are published as a part of this bulletin. The

results of the 1904 investigation were published in Office of Public Roads Bulletin No. 32, those of 1909 in Office of Public Roads Bulletin No. 41, and those of 1914 in United States Department of Agriculture Bulletins Nos. 386 to 390, inclusive. The present bulletin contains a general summary of the results of the investigations for 1921 and such data as were secured for 1922.

Construction and maintenance of our rural public roads are carried on under all units of government—States, counties, towns, townships, and districts—most of which report to no central authority and have neither maps nor other definite, complete records of the roads over which they exercise control. The fiscal records of many of the lesser units are often of the most primitive character. To secure entirely accurate and fully comparable data is therefore as yet impossible. In general, however, the recent survey revealed a decided improvement in both accounting methods and records of work accomplished. This improvement was especially striking in those States which give the State highway department sufficient authority to coordinate all the highway activities of the State. So great is the value of definite knowledge as to the extent and progress of all highway activities that it is to be hoped that all States will soon adopt such measures as will place in the hands of the respective State highway departments accurate and uniform data covering the entire field of highway activities. Such data are prerequisite to the real solution of many of our highway and transportation problems.

AMOUNT AND SOURCE OF HIGHWAY FUNDS

The present survey is the first attempt to gather definite information both as to the sources from which highway funds are secured and the purposes for which they are paid out. The investigation shows that the gross total of funds actually made available for all rural highway purposes during the year 1921 amounted to $1,149,437,896. Of this total $438,109,273, or 38.1 per cent, was secured from bonds; $415,680,010, or 36.2 per cent, from general taxes; $122,626,166, or 10.6 per cent, from motor-vehicle fees and gasoline taxes; $79,333,226, or 6.9 per cent, from Federal-aid payments received by the various States; and $93,689,221, or 8.2 per cent, from various other sources, the chief of which were appropriations or allotments from general funds originating from two or more sources. It is estimated that approximately half of this unclassified income originated in general property taxes.

The sums here reported as income for rural road purposes include all moneys received into the various road and bridge funds during 1921 or definitely set aside from 1921 receipts for highway purposes. All balances on hand at the beginning of the year, except those arising from the sale of bonds, as well as all transfers from one highway fund to another and those parts of all strictly revolving fund accounts which did not add to the actual sums available during the year, have been carefully excluded in order that the data may represent as closely as possible the actual income during the year 1921. In practically all cases the fiscal year corresponding most closely to the calendar year 1921 has been used for all fiscal data. Statements of mileage constructed and maintained and other statements of work accomplished refer almost without exception to the calendar year.

In any attempt to ascertain the total annual highway income the principal difficulties are those which attend the decision as to what part of the funds derived from the sale of bonds should be considered as the income of each year. The general practice of the States and other units is to authorize at one time sufficient bonds to pay for highway improvements which may require from two to five years for their completion. The bonds may then be issued and sold as the funds are actually needed or as the market conditions dictate. Sometimes the contractor agrees to accept the bonds at a stipulated price, usually at par, as progress payment on the work. For the purpose of the present investigation the term "income from bonds or from the sale of securities" includes not only the actual receipts from the sale of such bonds during the year 1921, but also all cash balances from previous bond sales on hand at the beginning of 1921, since approximately the same conditions would obtain, so far as funds are concerned, if these bonds had been held until after the beginning of 1921 and then sold.

In every State except North Dakota some of the road moneys were secured from the sale of bonds. Arkansas, West Virginia, and Louisiana secured, respectively, 70.2, 69.1, and 68.1 per cent of their total road income from bonds, while, on the other hand, New Hampshire and Connecticut secured only 2.8 and 3 per cent of their respective total highway revenues from bonds. Certain groups of States also relied largely on bonds for their road moneys. Thus the four States of Arkansas, Louisiana, Oklahoma, and Texas, comprising the west-south-central group, secured 59.3 per cent of their total highway funds from this source. On the other hand, the six States forming the New England group secured only 12.7 per cent of their total road funds from the sale of bonds.

Practically all of the registration and license fees paid during 1921 by the owners or users of motor vehicles found their way into the various road funds. The gross motor vehicles fees, licenses, etc., collected during the registration year 1921 amounted to $122,478,654 while $118,942,706 was reported as received from this source by the various road funds. The remainder was, no doubt, largely or entirely devoted to the purchase of tags and administration of the provisions of the law. The taxes on gasoline also yielded to the road funds a total of $3,683,460 during the year 1921. The owners or users of the motor vehicles, therefore, paid a total of $122,626,166 directly to the road funds, or 10.6 per cent of the total highway income, including bonds.

If bonds are excluded, the portion of the road revenues secured directly from the motor vehicle registration fees, licenses, and gasoline taxes amounted during 1921 to 17.2 per cent of the total. Revenues secured from these sources are increasing very rapidly. During the fiscal year 1921 only eight States reported receipts to their highway funds secured from taxes on gasoline. By October, 1923, 36 States had written gasoline taxes into their statutes, although in one State, Massachusetts, the law was inoperative until after the next general election. In all these States, with the single exception of North Dakota, at least a portion of this revenue is devoted directly to the highways, and in 27 States all the net yield of the gasoline tax is directly applicable to road work or the funding of highway bond issues.

But not all the revenue paid by or on account of the motor vehicle reaches our road funds; on the contrary, the major portion is diverted to other funds or for other purposes. A very substantial contribution is made to the Federal Government in the form of excise taxes on cars, trucks, tires, parts, etc. This tax is paid into the Federal Treasury and is used for the general support of the Government. In theory, perhaps, a portion of this money may be said to be paid back to the States in Federal aid for roads. The amount thus paid back in the fiscal year 1921 amounted to $55,974,305, which was less than half of the tax paid. The taxes paid by the motor vehicle as personal property taxes and wheel taxes do not reach, in general, the road funds at all. For 1921 the gross income from motor vehicle registration fees and licenses, gasoline taxes, Federal excise taxes, and personal property and wheel taxes on motor vehicles, was as follows:

State registration fees and licenses	$122, 478, 654
Gasoline taxes	5, 302, 260
Federal excise taxes on cars, trucks, tires, parts, etc	115, 546, 249
Personal property and wheel taxes (approximate)	56, 100, 000
Total (approximate)	299, 427, 163

For 1922 the gross receipts from these sources were as follows:

State registration fees and licenses	$152, 047, 823
Gasoline taxes	11, 923, 443
Federal excise taxes on cars, trucks, tires, parts, etc	104, 433, 763
Personal property and wheel taxes (approximate)	60, 000, 000
Total (approximate)	328, 405, 029

In all but 16 States motor vehicles are taxed as personal property while many cities and other municipalities levy wheel taxes or special license fees.

HIGHWAY EXPENDITURES

The total disbursements during 1921 by all States, counties, townships, and districts for all highway purposes including interest and payments on highway bonds, amounted to $1,036,587,772. Of this total $626,965,373, or 60.5 per cent, was expended for work classed as construction; $248,593,169, or 24 per cent, for work classed as maintenance; $36,031,353, or 3.5 per cent, for administration and engineering; $89,280,946, or 8.6 per cent, for the payment of principal and interest on highway bonds, and $35,716,931, or 3.4 per cent, for the purchase and repair of machinery and equipment, the purchase of quarries, gravel pits, and all other items or parts of items not properly chargeable to construction, maintenance, or administration for the year 1921.

It seems to be a quite general practice, especially of the counties and towns, to class as construction a large amount of work on earth roads and sometimes on sand-clay and gravel roads which is evidently of such temporary character that it should rightly be classed as maintenance. This accounts at least in part for the large amount of earth road construction reported by a few States. A large portion of this work consists simply of light grading with a road machine

Expenditures for engineering constitute another item for which fully segregated data could not be secured. In some localities these expenditures were almost invariably included as a part of the expenditures for construction or maintenance.

Complete data as to the payment of principal and interest on highway bonds could not be secured for all the States. In a few States the custom of charging all bond interest to the cost of construction for the period from the time bonds are sold until the construction work on the road is completed, seems to be quite general. In a few other cases the interest payments on highway bonds could not be segregated for other bond and interest payments, due to the fact that these bonds were not designated as highway bonds but simply as general bonds against the municipality in question. It is estimated, however, that these payments which could not be segregated amount to approximately $5,750,000, so that the grand total of all payments for principal and interest on highway bonds actually reached the approximate total of $95,000,000, of which approximately $60,000,000 was for interest and $35,000,000 for principal payments.

Of the grand total disbursements of $1,036,587,772, the sum of $413,241,662 was expended by or under the supervision of the respective State highway departments and $623,346,110 by the various counties, towns, townships, and districts without any supervision by the State highway departments.

The following statement shows in more detail the expenditures for each of the various purposes, first by the local communities without the supervision or control of the respective State highway departments, and, second, the expenditures by or under the direct supervision of the State highway departments during the year 1921.

HIGHWAY EXPENDITURES, 1921

Without State supervision	
Construction, roads and bridges	$316, 225, 470
Unclassified construction (probably largely maintenance)	18, 766, 090
	334, 991, 560
Maintenance, roads and bridges	174, 066, 423
Engineering and administration	17, 149, 498
All other items	97, 138, 629
Total by local communities	623, 346, 110
By or under supervision of State highway departments	
Construction, roads and bridges	291, 973, 813
Maintenance, roads and bridges	74, 526, 746
Engineering and administration	18, 881, 855
All other items	27, 859, 248
Total by States	413, 241, 662
Grand total by States and local communities	1, 036, 587, 772

In 1922 the total expenditures by the States, counties, towns, and districts for the items of construction, maintenance, engineering, and administration amounted to $898,352,307, of which $429,896,572 was expended by or under the supervision of the respective State highway departments and $468,455,735 by the local communities without State supervision. No data were secured for 1922 as to the payments for principal and interest of highway bonds nor as to the various miscellaneous items not chargeable directly to construction

and maintenance, engineering, or administration during the year. In order to make the 1921 disbursements comparable with the data secured for 1922 it is only necessary to deduct the amounts given in the above statement under the heading "All other items." After making these allowances we find that the comparable total for 1921 is $911,589,895, of which $385,382,414 was expended by or under the supervision of the respective State highway departments and $526,207,481 by the local communities without any direct State control or supervision.

HIGHWAY MILEAGE

On January 1, 1922, the total mileage of rural public roads amounted to 2,941,294 miles, of which 387,760 miles, or 13.2 per cent, were improved with some form of surfacing. Of the surfaced mileage 63,339 miles were improved with sand-clay; 199,899 miles with gravel; 58,036 miles with waterbound macadam; 19,309 miles with surface-treated macadam; 10,264 miles with bituminous macadam; 1,601 miles with sheet asphalt; 4,978 miles with bituminous concrete; 15,611 miles with Portland cement concrete; 3,333 miles with brick and 11,390 miles with miscellaneous types of surface. More than half of our surfaced mileage, 51.6 per cent, was therefore of gravel, while the two types of sand-clay and gravel formed 67.9 per cent, and, if we include with the gravel and sand-clay the miscellaneous types, we find that these three types formed 70.8 per cent of our total surfaced road mileage. The macadams formed 22.6 per cent and the pavements only 6.6 per cent of the total surfaced mileage. Of the 25,610 miles of pavements existing at the beginning of 1922, 15,611 miles, or 61 per cent, were of Portland cement concrete. Furthermore, of the 6,228 miles of pavements built during the year 1922, Portland cement concrete formed 4,959 miles, or 79.6 per cent of the total.

Of the individual States, Indiana at the beginning of 1922 had the largest mileage of surfaced roads, a total of 39,857 miles of which, however, 30,801 miles were gravel. Nevada on the other hand had only 168 miles of surfaced roads, but of these 28 miles were paved. California led the States in the mileage of concrete roads with 2,613 miles, followed by Illinois with 1,534 miles of this type. Ohio was easily first in the mileage of brick roads with 1,316 miles followed by Florida with 539 miles. In the mileage of bituminous concrete Oregon was first with 746 miles, closely followed by New Jersey with 715 miles. Of sheet asphalt, California had 585 miles while Florida had 474 miles. Of bituminous macadam New York had 3,740 miles, while Ohio had 1,318 and Massachusetts 1,269 miles of this type. Of waterbound macadam roads Ohio had 14,380 miles and Kentucky 10,624 miles. Of gravel roads Indiana had 30,801 miles and Ohio 14,931 miles. In mileage of sand-clay roads Georgia was first with 14,128 miles and North Carolina second with 12,198.

RESULTS ACCOMPLISHED TO THE CLOSE OF 1922

In 1904 the total mileage of rural roads amounted to 2,151,379 miles, of which 153,530 miles, or 7.14 per cent, were improved with some form of surfacing. By the close of 1921 our rural roads had increased to 2,941,294 miles, of which 387,760 miles, or 13.17 per

cent, were surfaced. Thus, while 789,915 miles had been added to our total highway mileage during the 17 years from 1904 to 1922, only 234,230 miles had been added to our surfaced mileage during the same period. In other words the mileage added to our highways was three and one-third times as great as the mileage added to our surfaced roads. The actual amount of highway improvement which was accomplished during these years, however, is much greater than the above figures would seem to indicate. A large mileage of low-type roads built during the period has been replaced with types more suitable to the present traffic requirements. Light and narrow bridges have been replaced with wider and more substantial structures. Old, narrow roads have been widened and straightened. In 1904 the highest type of surfacing found on our rural roads was water-bound macadam. At the beginning of 1922 a total of 25,610 miles of our rural roads were improved with high-type pavements.

But even when full account is taken of all these improvements and betterments it is still clearly evident that our highway improvements have not kept pace with the increase in the traffic on our highways. In 1904 our highway traffic was almost entirely horse drawn. Prior to 1904 not more than 40,000 motor cars had been manufactured in the United States. A single factory now produces more cars in a single week. The wholesale value of all motor cars manufactured in 1904 was only $30,864,616, while in 1922 the wholesale value of the motor cars and trucks, as given by the National Automobile Chamber of Commerce, amounted to $1,789,638,365, or nearly double our total expenditure of $898,352,307 during the same year for construction, maintenance, engineering, and administration of our rural roads.

During the registration year 1922 there were registered 12,238,375 passenger cars and trucks. From such data as are available in regard to gasoline consumption it may be estimated that the average distance travelled by the typical motor vehicle is about 4,000 miles annually, making a total annual traffic of some 48,000,000,000 vehicle-miles on our public roads and streets. Our total highway expenditures during 1922 were therefore at the rate of approximately 1.9 cents per motor vehicle-mile or slightly more than an average of $73 per motor car.

During the year 1921 a total of 41,171.7 miles were improved with some form of surfacing, while 34,456.3 miles were thus improved during 1922. While a smaller mileage was improved in 1922 than in the year 1921 the decrease was confined almost entirely to the sand-clay and gravel types which formed 70 per cent of the total mileage built in 1921, but only 64 per cent of the mileage built in 1922.

In 1921 the mileage of surfaced roads built included 7,010.2 miles of sand-clay, 22,008.6 miles of gravel, 3,070.1 miles of waterbound macadam, 993.8 miles of surface-treated macadam, 1,349.2 miles of bituminous macadam, 208.5 miles of sheet asphalt, 1,022.6 miles of bituminous concrete, 4,805.4 miles of Portland cement concrete, 335.8 miles of brick, and 367.5 miles of miscellaneous types, such as shell, cinder, etc. In addition to this surfacing 7,918.7 miles of earth roads were built to a definite grade and provided with permanent drainage structures, while a certain amount of grading and drainage work other than ordinary maintenance was done on an additional 61,885.7 miles of earth roads. Construction work of some kind was therefore done on 110,976.1 miles of rural roads during the year 1921.

Of the individual States, Wisconsin led in 1921 in the construction of sand-clay and gravel roads with 2,859.8 miles, followed by Texas with 2,817.8 miles of these types. Of the macadam types, New York built 1,240 miles and Ohio built 687.2 miles. Of the pavements, Pennsylvania built 745.9 miles and California 609.4 miles. Minnesota built 1,299.9 miles of earth roads to a definite grade and provided with permanent drainage structures, while Iowa built 1,069.5 miles of this type.

The 34,456.3 miles of rural roads surfaced during the year 1922 were divided as follows: Sand-clay, 4,477.5; gravel, 17,479.9; water-bound macadam, 3,358.7; surface-treated macadam, 613.5; bituminous macadam, 1,811.1; bituminous concrete, 1,020.4; Portland cement concrete, 4,958.7; brick, 249.3; and miscellaneous types, 487.2 miles. A total of 8,883.4 miles of earth roads were built to a definite grade and provided with permanent drainage structures.

Of the individual States, during 1922 Michigan constructed the largest mileage of sand-clay and gravel roads, building a total of 2,102.4 miles, while Minnesota was second with 1,910.1 miles of these types. Of the macadam types New York led with 1,061.2 miles, followed by Oregon with 847.5 miles of these types. Of the pavements, Illinois built 786.6 miles, while Pennsylvania built 725 miles of these types during 1922. Iowa built 1,069.7 miles of earth roads to a definite grade and provided them with permanent drainage structures, while Minnesota built 423.7 miles of this type located on the State trunk lines and an additional 1,197.5 miles of somewhat lower standard located on the State-aid or county roads.

HIGHWAY BONDS

During 1921 new highway bond issues were authorized to the extent of $187,260,200 while the sales of bonds, including those previously authorized, amounted to $303,572,800. At the close of the year 1921 the grand total of all outstanding higway bonds, so far as could be determined, amounted to $1,222,312,300, of which $345,574,100 were State bonds and $876,738,200 were bonds issued by counties, townships, or districts. Our total outstanding highway indebtedness was, therefore, only about 18 per cent in excess of our highway expenditures for that year. Furthermore, our highway indebtedness has not been increasing as rapidly as have our road expenditures. No definite data are available as to the amount of our highway indebtedness in 1904. At the close of 1914, however, the total outstanding highway bonds amounted to $344,763,082, while the total highway expenditures for that year were $240,263,784. Thus, while our highway indebtedness at the close of 1914 exceeded the expenditures by 43 per cent, at the close of 1921 it exceeded the total expenditures by only 18 per cent.

The accompanying tables contain a more detailed summary of the data secured for each of the several States, together with such comparative data as are available from the earlier surveys or other sources. These tables have been made as nearly self-explanatory as possible. The table of contents on the first page of this bulletin outlines briefly the general character of the data contained in each table.

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TABLE 1.—*Road mileage, road income, and other related data for the United States in 1921, 1914, 1909, and 1904*

	1921	1914	1909	1904
Total road mileage	2,941,294	2,445,761	2,199,645	2,151,379
Surfaced mileage	387,760	257,291	190,476	153,530
Percentage surfaced	13.2	0.5	8.7	7.1
Total income for all rural road purposes	$1,149,437,896	[1] $240,263,784	[2]	$79,623,617
State and local road and bridge bonds outstanding at end of year	$1,222,312,300	$344,763,082	[2]	[2]
Land area (square miles)	2,973,714	2,973,830	2,973,830	2,974,099
Population, total for United States	[3] 105,273,049	[4] 91,641,197	[4] 91,641,197	[5] 75,715,857
Rural population	[3] 51,406,017	[4] 49,348,883	[4] 49,348,883	[5] 45,197,390
Miles of road per square mile of area	0.99	0.82	0.74	0.72
Miles of road per 1,000 of rural population	57.2	49.5	44.6	47.6
Surfaced mileage per square mile of area	0.130	0.086	0.064	0.052
Surfaced mileage per 1,000 of rural population	7.54	5.21	3.86	3.39
Road and bridge income per mile of road	$390.79	$98.22	[2]	$37.01
Road and bridge income per square mile of area	$386.52	$80.79	[2]	$26.77
Road and bridge income per capita	$10.92	$2.62	[2]	$1.05

[1] Income considered as equal to expenditure.
[2] No data available.
[3] 1920 census.
[4] 1910 census.
[5] 1900 census.

TABLE 2.—*Total income for all rural road purposes in 1921. Consolidated data for all States, counties, townships, and districts*

Geographic divisions and States	Total	Bonds [1]	Per cent of total	Federal and forest road aid [2]	Per cent of total	Motor-vehicle fees [3]	Gasoline taxes	Per cent of total	General property taxes	Per cent of total	All other sources	Per cent of total
Totals all States	$1,149,437,896	$438,109,273	38.1	$79,333,226	6.9	$118,942,706	$3,683,460	10.6	$415,681,010	36.2	$93,681,221	8.2
New England	46,455,284	5,889,745	12.7	2,904,686	6.2	11,629,091		25.1	17,428,085	37.5	8,603,677	18.5
Maine	7,890,840	1,766,960	22.4	852,192	10.8	1,004,750		12.7	2,279,722	28.9	1,987,216	25.2
New Hampshire	3,882,388	107,316	2.8	240,782	6.2	790,118		20.4	1,231,877	31.7	1,512,295	38.9
Vermont	2,143,353	100,472	4.7	135,289	6.3	627,588		29.3	1,055,941	49.3	224,063	10.4
Massachusetts	19,269,069	3,335,013	17.3	661,594	3.4	5,023,963		26.1	9,139,616	47.5	1,108,883	5.7
Rhode Island	3,324,007	286,160	8.6	358,374	10.7	777,587		23.4	866,867	26.1	1,035,019	31.2
Connecticut	9,945,627	293,824	3.0	656,455	6.6	3,405,085		34.2	2,854,062	28.7	2,736,201	27.5
Middle Atlantic	168,305,433	59,543,258	35.4	7,441,515	4.4	22,340,418		13.3	59,773,811	35.5	19,206,431	11.4
New York	67,359,330	18,355,231	27.2	2,398,461	3.6	[4] 9,000,000		13.4	[4] 36,300,000	53.9	1,305,638	1.9
New Jersey	21,657,834	7,183,444	33.2	509,372	2.4	4,029,971		18.6	8,742,624	40.2	1,192,423	5.6
Pennsylvania	79,288,269	34,004,583	42.9	4,533,682	5.7	9,310,447	([5])	11.7	14,731,187	18.6	[6] 16,708,370	21.1
East North Central	281,139,024	101,550,318	35.9	11,887,887	4.2	27,432,261		9.8	116,541,291	41.7	23,727,267	8.4
Ohio	82,275,668	32,869,752	39.9	3,595,383	4.4	7,044,751		8.6	32,268,341	39.2	6,497,441	7.9
Indiana	57,807,614	28,709,037	49.7	1,446,623	2.5	2,305,312		4.0	23,455,017	40.6	1,891,625	3.2
Illinois	43,664,784	11,297,671	25.9	3,802,430	8.7	6,862,126		15.7	18,350,639	42.0	3,351,918	7.7
Michigan	55,662,357	20,669,626	37.1	599,854	1.1	7,795,926		14.0	20,228,619	36.4	6,368,332	11.4
Wisconsin	41,728,601	8,004,232	19.2	2,443,597	5.8	3,424,146		8.2	22,238,675	53.3	5,617,951	13.5
West North Central	153,642,716	34,291,178	22.3	14,636,169	9.5	20,574,538		13.4	74,403,600	48.5	9,737,231	6.3
Minnesota	40,357,925	8,731,150	21.6	2,986,920	7.4	5,616,114		13.9	20,892,168	51.8	2,131,573	5.3
Iowa	37,991,782	9,406,869	24.8	4,308,079	11.3	7,211,922		19.0	14,878,638	39.2	2,186,274	5.7
Missouri	16,494,975	3,426,420	20.8	2,304,790	14.0	2,505,354		15.2	5,140,186	31.1	3,118,225	18.9
North Dakota	6,715,400			584,685	8.7	418,525		6.2	5,349,252	79.7	362,938	5.4
South Dakota	15,248,232	3,007,644	19.7	1,650,130	10.8	648,528		4.3	9,379,484	61.5	562,446	3.7
Nebraska	13,446,782	2,242,484	16.6	1,200,000	9.0	2,820,000		21.0	6,448,008	47.9	736,290	5.5
Kansas	23,387,620	7,476,611	32.0	1,601,565	6.8	1,354,095		5.8	12,315,864	52.7	639,485	2.7

[1] Includes all receipts from sale of highway bonds during 1921 and all cash from previous bond sales on hand at beginning of the year.
[2] Includes only Federal aid and national forest payments received by the States and credited by them to their respective highway funds during the fiscal year.
[3] Does not correspond with receipts from motor vehicles during registration year, as shown on Table 17, because of differences in fiscal years and time of transfer to road funds.
[4] Approximate.
[5] Gasoline tax effective Sept. 1, 1921.
[6] Appropriations, $12,120,000.

TABLE 2.—*Total income for all rural road purposes in 1921. Consolidated data for all States, counties, townships, and districts*—Continued

Geographic divisions and States	Total	Bonds	Per cent of total	Federal and forest road aid	Per cent of total	Motor-vehicle fees	Gasoline taxes	Per cent of total	General property taxes	Per cent of total	All other sources	Per cent of total
South Atlantic	$137,657,698	$67,406,730	49.0	$11,267,126	8.2	$11,126,923	$734,075	8.6	$39,213,444	28.4	$7,909,400	5.8
Delaware	5,487,318	3,157,776	57.6	244,313	4.4	175,471		6.8	179,729	3.3	1,530,029	27.9
Maryland	10,725,960	3,524,299	32.9	850,000	7.9	1,600,000		14.9	4,498,312	42.0	253,349	2.3
Virginia	17,832,143	5,519,711	30.9	980,806	5.5	1,926,624		10.7	5,687,720	32.0	[7] 3,717,282	20.9
West Virginia	27,237,475	18,775,066	69.1	1,057,652	3.8	1,938,000		7.1	5,418,257	19.8	48,500	0.2
North Carolina	32,841,625	17,640,534	53.6	2,674,070	8.1	2,322,630	506,019	8.6	8,357,346	25.6	1,341,026	4.1
South Carolina	14,261,209	8,146,630	57.2	1,359,453	9.5	692,663		4.8	3,749,525	26.3	312,938	2.2
Georgia	17,332,046	4,500,281	26.1	3,610,524	20.4	1,600,000		9.3	7,358,512	42.7	262,729	1.5
Florida	11,939,922	6,142,433	51.5	490,308	4.1	671,535	228,056	7.5	3,964,043	33.2	443,547	3.7
East South Central	60,280,684	25,551,347	42.5	5,281,475	8.7	4,670,271	438,116	8.5	20,155,466	33.3	4,184,009	7.0
Kentucky	11,528,264	485,000	4.2	1,482,066	12.9	1,685,769	438,116	18.4	5,380,814	46.7	2,056,499	17.8
Tennessee	16,443,936	8,446,353	51.4	1,685,453	10.3	1,386,378		8.4	4,276,784	26.0	648,968	3.9
Alabama	6,569,567	1,878,316	28.3	477,590	7.3	893,136		13.6	2,419,786	37.0	900,739	13.8
Mississippi	25,738,917	14,741,678	57.3	1,636,366	6.3	704,988		2.7	8,078,082	31.4	577,803	2.3
West South Central	138,504,160	82,127,751	59.3	10,929,721	7.9	7,326,965	170,000	5.4	31,461,989	22.8	6,487,734	4.6
Arkansas	22,886,970	16,060,289	70.2	1,372,205	6.0	856,544	[4] 170,000	4.5	4,266,391	18.6	161,541	0.7
Louisiana	23,230,916	15,831,986	68.1	1,424,114	6.1	453,276		2.0	4,237,084	18.3	1,284,456	5.5
Oklahoma	19,516,915	5,273,327	27.0	2,345,354	12.0	2,263,006		11.6	9,348,121	47.9	287,107	1.5
Texas	72,869,359	44,962,149	61.7	5,788,048	8.0	3,754,139		5.1	13,610,393	18.7	4,754,630	6.5
Mountain	61,367,959	19,908,036	32.4	9,731,542	15.8	3,412,764	892,760	7.0	22,292,642	36.5	5,130,215	8.3
Montana	10,031,901	3,330,829	33.2	2,041,172	20.4	546,150		5.4	2,392,404	33.8	1,721,346	17.2
Idaho	13,113,443	6,221,802	47.4	1,539,045	11.8	811,398		6.2	4,463,160	34.0	78,038	0.6
Wyoming	5,408,879	700,000	12.9	1,318,764	24.4	290,000		5.4	1,959,663	36.2	1,140,452	21.1
Colorado	8,765,443	250,000	2.9	1,493,369	17.0	820,316	559,472	15.7	5,545,743	63.3	96,543	1.1
New Mexico	4,896,667	830,000	17.0	1,093,208	22.3	188,593	333,288	10.6	2,427,209	49.6	24,369	0.5
Arizona	10,299,916	5,504,825	53.4	816,681	7.9	180,633	[8]	1.8	2,434,201	23.6	1,363,576	13.3
Utah	6,560,366	2,495,580	38.1	862,712	13.2	478,474		7.3	2,421,823	36.8	301,777	4.6
Nevada	2,291,344	575,000	25.0	566,591	24.8	97,200		4.2	648,439	28.4	404,114	17.6
Pacific	102,084,938	41,840,910	41.0	5,253,105	5.1	10,429,475	1,448,509	11.6	34,410,682	33.7	8,702,257	8.6
Washington	23,860,219	4,914,339	20.6	537,794	2.3	3,375,600	500,000	16.2	12,718,071	53.3	1,814,415	7.6
Oregon	28,532,824	13,908,032	48.8	2,181,957	7.6	2,184,275	948,509	11.0	6,260,046	21.9	3,050,005	10.7
California	49,691,895	23,018,539	46.3	2,533,354	5.1	4,869,600		9.8	15,432,565	31.1	3,837,837	7.7

[4] Approximate.
[7] Includes $1,846,310 State appropriations.
[8] Gasoline tax approved Mar. 17, 1921, but no funds credited to State highway fund prior to end of fiscal year, June 30, 1921.

TABLE 3.—*Total expenditures for all rural highway purposes in 1921. Consolidated data for all States, counties, townships, and districts*

Geographic divisions and States	Total	Construction, roads and bridges	Per cent of total	Maintenance, roads and bridges	Per cent of total	Administration and engineering	Per cent of total	Principal and interest payments, highway bonds	Per cent of total	Purchase and repair of machinery and equipment and general miscellaneous	Per cent of total
Totals all States	$1,036,587,772	$626,965,373	60.5	$248,593,169	24.0	$36,031,353	3.5	$89,280,946	8.6	$35,716,931	3.4
New England	45,361,397	24,160,353	53.1	17,424,748	38.5	1,279,685	2.8	1,563,680	3.5	932,931	2.1
Maine	8,701,911	6,582,554	75.6	1,308,342	15.1	[1] 73,064	.8	[2] 442,186	5.1	295,765	3.4
New Hampshire	3,699,421	1,248,618	33.8	2,291,486	62.0	[1] 16,158	.3	[2] 85,500	2.3	57,659	1.6
Vermont	2,150,484	1,048,747	48.7	1,092,998	50.8	[1] 8,739	.5				
Massachusetts	19,535,631	9,062,104	46.4	8,318,549	42.6	817,458	4.2	901 294	4.6	436,226	2.2
Rhode Island	2,828,234	2,028,813	71.9	439,757	15.5	112,642	4.0	134,700	4.7	112,322	3.9
Connecticut	8,445,716	4,189,517	49.5	3,973,616	47.1	251,624	3.0			30,959	.4
Middle Atlantic	160,470,634	92,665,541	57.8	40,421,671	25.2	6,586,008	4.1	13,641,129	8.5	7,156,285	4.4
New York	57,025,011	31,732,971	55.6	14,031,131	24.6	2,345,952	4.2	6,111,269	10.7	[3] 2,803,688	4.9
New Jersey	28,096,070	15,973,807	56.8	8,657,498	30.8	951,063	3.4	1,761,120	6.3	752,582	2.7
Pennsylvania	75,349,553	44,958,763	59.6	17,733,042	23.6	3,288,993	4.4	5,768,740	7.6	3,600,015	4.8
East North Central	267,988,153	153,897,286	57.5	70,262,240	26.2	8,021,674	3.0	28,945,920	10.8	6,861,033	2.5
Ohio	76,579,987	42,955,743	56.0	19,780,152	25.9	2,213,498	2.9	10,802,307	14.1	828,287	1.1
Indiana	54,502,332	27,606,442	50.7	14,732,391	27.0	1,236,659	2.3	10,360,184	19.0	566,656	1.0
Illinois	39,619,448	21,850,575	55.2	12,392,158	31.3	1,515,864	3.8	1,979,717	5.0	1,881,134	4.7
Michigan	55,572,618	36,244,828	65.2	10,550,568	19.0	2,153,616	3.9	4,864,124	8.7	1,759,482	3.2
Wisconsin	41,713,768	25,239,698	60.5	12,806,971	30.7	902,037	2.1	939,588	2.3	1,825,474	4.4

[1] General administration only. Cost of engineering charged to construction.
[2] Does not include approximately $15,000 of interest and principal on town bonds charged to construction.
[3] Includes interest and principal payments on county and town highway bonds.

TABLE 3.—*Total expenditures for all rural highway purposes in 1921. Consolidated data for all States, counties, townships, and districts*—Con.

Geographic divisions and States	Total	Construction, roads and bridges	Per cent of total	Maintenance, roads and bridges	Per cent of total	Administration and engineering	Per cent of total	Principal and interest payments, highway bonds	Per cent of total	Purchase and repair of machinery and equipment and general miscellaneous	Per cent of total
West North Central	$148,865,686	$93,066,467	62.4	$42,570,471	28.7	$4,068,240	2.7	$3,740,035	2.5	$5,420,473	3.7
Minnesota	38,779,560	23,816,054	61.5	10,736,693	27.7	909,334	2.3	1,634,658	4.2	1,682,821	4.3
Iowa	39,324,553	26,084,193	66.3	10,442,776	26.5	1,132,859	2.9	(4)		[5] 1,664,725	4.2
Missouri	16,127,659	8,588,306	53.3	5,461,213	33.8	759,311	4.7	886,770	5.5	432,059	2.7
North Dakota	7,247,231	4,328,985	59.6	2,577,366	35.6	264,213	3.7			76,667	1.1
South Dakota	14,188,967	7,889,272	55.6	4,959,012	34.9	[6] 356,484	2.5	436,802	3.1	547,397	3.9
Nebraska	10,527,609	6,291,375	59.8	3,677,566	34.9	184,565	1.8	166,478	1.6	207,625	1.9
Kansas	22,670,107	16,068,282	70.9	4,715,845	20.8	461,474	2.0	615,327	2.7	809,179	3.6
South Atlantic	106,656,946	65,759,252	61.6	22,003,745	20.6	4,210,398	4.0	9,728,269	9.1	4,955,282	4.7
Delaware	6,035,637	4,561,348	75.6	535,610	8.9	240,976	4.0	465,588	7.7	232,115	3.8
Maryland	10,298,136	5,337,456	51.8	3,324,353	32.3	196,952	1.9	1,329,552	12.9	109,823	1.1
Virginia	15,485,392	8,254,486	53.4	5,045,909	32.5	931,949	6.1	1,101,970	7.1	151,078	.9
West Virginia	10,060,073	7,274,371	72.3	1,426,626	14.2	493,987	4.9	[7] 679,232	6.8	185,857	1.8
North Carolina	29,323,700	16,734,431	57.1	5,989,437	20.4	[8] 782,257	2.7	3,705,965	12.6	2,111,610	7.2
South Carolina	10,049,281	7,280,309	72.6	1,259,289	12.5	504,021	5.0	[9] 154,413	1.5	851,249	8.4
Georgia	15,816,594	10,029,427	63.5	2,853,167	18.0	779,485	4.9	1,245,083	7.9	909,432	5.7
Florida	9,588,133	6,287,424	65.6	1,569,354	16.4	280,771	2.9	1,046,466	10.9	404,118	4.2
East South Central	51,236,234	31,605,008	61.6	11,529,405	22.5	1,771,883	3.5	5,218,206	10.2	1,111,732	2.2
Kentucky	12,622,663	7,622,488	60.4	3,666,942	29.0	393,730	3.1	[10] 789,585	6.3	149,918	1.2
Tennessee	12,697,447	8,160,059	64.3	2,715,290	21.4	723,784	5.7	[11] 650,654	5.1	447,660	3.5
Alabama	5,607,835	2,935,461	52.3	1,488,065	26.5	210,476	3.8	726,134	13.0	247,699	4.4
Mississippi	20,308,289	12,887,000	63.3	3,659,108	18.1	443,893	2.2	3,051,833	15.1	266,455	1.3
West South Central	103,820,179	64,136,714	61.8	19,782,473	19.1	4,280,726	4.1	12,981,283	12.5	2,638,983	2.5
Arkansas	21,211,014	14,397,819	67.9	3,196,665	15.1	1,279,374	6.0	[12] 1,857,208	8.8	479,948	2.2
Louisiana	14,022,003	10,479,570	74.8	875,883	6.2	[13] 293,494	2.1	2,183,843	15.6	189,213	1.3
Oklahoma	14,679,891	9,068,249	61.8	3,576,748	24.3	837,330	5.7	748,413	5.1	449,151	3.1
Texas	53,907,271	30,191,076	56.1	12,133,177	22.5	1,870,528	3.5	8,191,819	15.1	1,520,671	2.8

Mountain	58,157,929	39,108,845	67.3	8,469,567	14.5	2,509,338	4.3	4,751,676	8.2	3,318,503	5.7
Montana	10,383,157	6,619,129	63.8	1,509,797	14.5	648,167	6.2	1,106,241	10.7	499,823	4.8
Idaho	11,807,383	8,263,361	70.0	1,467,630	12.4	226,705	1.9	1,020,946	8.7	828,741	7.0
Wyoming	4,725,412	3,197,397	67.7	612,970	13.0	234,908	5.0	396,200	8.3	283,937	6.0
Colorado	9,048,821	5,144,480	56.8	2,651,055	29.4	544,328	6.0	145,543	1.6	563,415	6.2
New Mexico	4,259,005	2,635,933	61.9	510,302	11.9	[14] 111,667	2.6	889,541	21.0	111,562	2.6
Arizona	10,648,485	8,480,916	79.7	671,967	6.3	490,237	4.6	[15] 443,673	4.2	561,692	5.2
Utah	5,174,714	3,462,964	66.9	787,730	15.2	137,418	2.7	610,475	11.8	176,127	3.4
Nevada	2,110,952	1,304,665	61.8	258,116	12.2	115,908	5.5	139,057	6.6	293,206	13.9
Pacific	94,030,614	62,565,907	66.5	16,128,849	17.2	3,303,401	3.5	8,710,748	9.3	3,321,709	3.5
Washington	24,238,729	17,344,669	71.5	3,384,970	14.0	732,835	3.0	2,009,679	8.3	766,576	3.2
Oregon	27,968,913	23,891,963	85.4	1,756,103	6.3	659,990	2.4	1,492,792	5.3	168,065	.6
California	41,822,972	21,329,275	51.0	10,987,776	26.3	1,910,576	4.6	5,208,277	12.4	2,387,068	5.7

[4] Interest and principal payments on road and bridge bonds and warrants amounting to approximately $1,000,000 for interest and $750,000 for principal were paid from county and township general funds. Data for bonds alone not available.
[5] Includes cost of gravel pits and railroad crossings.
[6] State administration and engineering. Local engineering and administration charged to construction and maintenance.
[7] Does not include approximately $270,000 of interest charged to construction.
[8] State engineering charged to construction and maintenance.
[9] Does not include approximately $450,000 interest and principal payments charged to "Miscellaneous."
[10] Does not include approximately $150,000 of interest payments charged to construction.
[11] Complete data not available. Total interest and principal payments on highway bonds estimated to have been approximately $2,000,000 during 1921.
[12] Complete data for principal and interest payments not available.
[13] Cost of State engineering and inspection charged to construction.
[14] State engineering amounting to approximately $140,000 charged to construction.
[15] Does not include approximately $400,000 of interest payments charged to construction.

TABLE 4.—*Rural road expenditures, 1922. Consolidated data showing rural road expenditures for construction, maintenance, engineering, and administration for all States, counties, townships, and districts during 1922, together with the approximate highway funds available for 1923*

States and geographic divisions	Expenditures 1922 [1]			Grand total funds available for highways 1923. (Approx.)
	Grand total expenditure	By or under supervision of State highway department	Local expenditures not under control of State highway department	
Totals all states	$898,352,307	$429,896,572	$468,455,735	$943,339,148
New England	38,042,405	25,729,507	12,312,898	41,903,856
Maine	9,138,497	5,655,599	3,482,898	10,528,060
New Hampshire	3,984,233	2,584,233	1,400,000	4,225,796
Vermont	2,882,200	2,132,200	750,000	2,850,000
Massachusetts	10,600,000	7,000,000	3,600,000	11,000,000
Rhode Island	2,358,110	1,758,110	600,000	4,200,000
Connecticut	9,079,365	6,599,365	2,480,000	9,100,000
Middle Atlantic	156,922,114	85,696,989	71,225,125	138,573,368
New York	46,979,587	24,532,621	22,446,966	58,835,260
New Jersey	33,231,897	23,965,507	9,266,390	34,738,108
Pennsylvania	76,710,630	37,198,861	39,511,769	45,000,000
East North Central	229,737,026	98,149,530	131,587,496	245,191,317
Ohio	47,615,641	21,815,641	25,800,000	48,000,000
Indiana	40,166,942	6,475,234	33,691,708	41,489,877
Illinois	48,091,762	26,384,762	21,707,000	56,250,000
Michigan	53,951,801	27,354,555	26,597,246	59,451,440
Wisconsin	39,910,880	16,119,338	23,791,542	40,000,000
West North Central	129,494,436	64,030,213	65,464,223	147,211,800
Minnesota	32,196,068	20,575,066	11,621,002	31,736,468
Iowa	32,055,518	16,272,363	15,783,155	35,632,386
Missouri	18,398,795	6,398,795	12,000,000	35,002,320
North Dakota	5,363,534	3,488,534	1,875,000	4,195,000
South Dakota	11,650,749	4,860,749	6,790,000	11,095,976
Nebraska	8,955,254	3,955,254	5,000,000	9,000,000
Kansas	20,874,518	8,479,452	12,395,066	20,549,650
South Atlantic	88,951,607	50,592,218	38,359,389	103,098,000
Delaware	3,792,395	2,898,008	894,387	3,793,000
Maryland	7,408,808	5,181,125	2,227,683	7,275,000
Virginia	14,986,038	8,486,038	6,500,000	18,000,000
West Virginia	12,300,204	8,702,697	3,597,507	16,055,000
North Carolina	23,037,084	12,537,084	10,500,000	28,975,000
South Carolina	9,000,696	5,860,884	3,139,812	10,000,000
Georgia	8,350,000	3,350,000	5,000,000	9,000,000
Florida	10,076,382	3,576,382	6,500,000	10,000,000
East South Central	50,161,565	17,553,210	32,608,355	57,653,156
Kentucky	13,705,874	5,567,519	8,138,355	12,841,552
Tennessee	11,243,309	6,073,309	5,170,000	14,086,604
Alabama	7,401,208	3,601,208	3,800,000	9,675,000
Mississippi	17,811,174	2,311,174	15,500,000	21,050,000
West South Central	89,190,279	26,243,207	62,947,072	91,112,500
Arkansas	11,992,958	8,414,296	3,578,662	11,114,500
Louisiana	12,584,835	4,456,425	8,128,410	12,100,000
Oklahoma	10,389,500	5,149,500	5,240,000	14,898,000
Texas	54,222,986	8,222,986	46,000,000	53,000,000
Mountain	39,084,473	24,512,104	14,572,369	40,571,275
Montana	3,448,930	1,997,830	1,451,100	3,335,000
Idaho	4,442,007	2,641,194	1,800,813	3,154,200
Wyoming	2,646,359	1,965,458	680,901	2,714,338
Colorado	9,722,125	7,192,125	2,530,000	12,095,085
New Mexico	4,065,917	3,565,917	500,000	3,900,000
Arizona	9,046,515	3,466,960	5,579,555	9,182,355
Utah	3,762,556	2,232,556	1,530,000	2,948,600
Nevada	1,950,064	1,450,064	500,000	3,241,697
Pacific	76,768,402	37,389,594	39,378,808	78,023,876
Washington	16,986,499	7,986,499	9,000,000	17,215,000
Oregon	15,756,895	10,756,895	5,000,000	14,600,000
California	44,025,008	18,646,200	25,378,808	46,208,876

[1] These data include only expenditures for construction, maintenance, engineering and administration and those items usually included under these headings. Payments for interest and principal on highway bonds, purchase and repair of machinery and equipment and other miscellaneous items to the extent which they were not directly chargeable to one or more of the major highway activities for the year 1922 are not included.

TABLE 5.—*Total rural road mileage as existing January 1, 1922. Consolidated data for all States, counties, townships, and districts*

States and geographic divisions	Total mileage, all types	Total surfaced mileage	Mileage of each type of surfacing												Earth roads
			Sand-clay	Gravel, chert, shale	Water-bound macadam	Surface-treated macadam	Bitumi-nous macadam	Sheet asphalt	Bitumi-nous concrete	Portland cement concrete	Brick	Wood block	Stone block	Mis-cella-neous	
Totals all States	2,941,294	387,760	63,339	199,899	58,036	19,309	10,264	1,601	4,978	15,611	3,333	27	60	11,303	2,553,534
New England	83,295	17,725	89	11,590	2,100	959	1,807	7	564	353	9	1	10	236	65,570
Maine	21,483	2,953	81	2,662	24	20	124	1	3	37				1	18,530
New Hampshire	13,841	1,692		1,368	66	123	50		29	1				55	12,149
Vermont	14,677	3,545		3,518	1		13		5	8					11,132
Massachusetts	18,868	6,575	8	3,103	1,163	521	1,269		280	129	7	1	8	86	12,293
Rhode Island	2,274	754		145	74	258	140	2	127	6			2		1,520
Connecticut	12,152	2,206		794	772	37	211	4	120	172	2			94	9,946
Middle Atlantic	186,935	38,946	12	8,039	7,230	6,924	4,137	212	1,366	2,340	572	2	44	8,068	147,989
New York	81,878	18,566		4,210	5,424	3,600	3,740	1	158	953	232		4	244	63,312
New Jersey	14,066	6,459	12	3,435	1,110	605	193	74	715	238	13	2	39	23	7,607
Pennsylvania	90,991	13,921		394	696	2,719	204	137	493	1,149	327		1	7,801	77,070
East North Central	412,753	124,298	4,523	78,651	26,509	4,000	1,910	38	514	5,633	1,733	8		779	288,455
Ohio	84,219	36,068	501	14,931	14,380	1,860	1,318	10	181	1,060	1,316			511	48,151
Indiana	76,246	39,857		30,801	6,917	949	305	20	38	654	173				36,389
Illinois	96,326	11,473	84	6,747	2,618	138	63		56	1,534	225	8			84,853
Michigan	77,283	17,186	78	13,185	1,715	236	172		225	1,294	13				60,097
Wisconsin	78,679	19,714	3,860	12,987	879	817	52	8	14	1,091	6				58,965
West North Central	759,820	30,223	6,343	20,791	1,603	219	155	10	114	817	157	10		4	729,597
Minnesota	107,103	16,905	3,975	12,188	169	75	19	9	100	350	10	10			90,198
Iowa	104,082	2,585		2,346		1				187	51				101,497
Missouri	111,520	7,879	1,755	4,510	1,329	56	104	1	11	103	10				103,641
North Dakota	106,523	710	14	695						1					105,813
South Dakota	115,485	548	26	518	4										114,937
Nebraska	86,556	496	276	151	1	24			3	13	28				86,060
Kansas	128,551	1,100	297	383	100	63	32			163	58			4	127,451

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TABLE 5.—*Total road mileage as existing January 1, 1922. Consolidated data for all States, counties, townships, and districts*—Continued

States and geographic divisions	Total mileage, all types	Total surfaced mileage	Mileage of each type of surfacing												Earth roads
			Sand-clay	Gravel, chert, shale	Water-bound macadam	Surface-treated macadam	Bitumi-nous macadam	Sheet asphalt	Bitumi-nous concrete	Portland cement concrete	Brick	Wood block	Stone block	Mis-cella-neous	
South Atlantic	365,567	61,178	37,892	11,611	2,943	3,352	992	600	435	1,753	778	----	6	816	304,389
Delaware	3,933	448	----	50	16	150	32	----	21	172	7	----	----	----	3,485
Maryland	14,772	3,663	----	922	398	1,186	----	21	44	493	2	----	----	597	11,109
Virginia	59,080	7,260	3,400	1,339	782	1,089	277	----	5	219	1	----	1	147	51,820
West Virginia	35,173	1,367	----	132	440	103	197	----	57	258	170	----	----	10	33,806
North Carolina	68,204	16,755	12,198	3,332	416	189	125	88	207	137	58	----	1	4	51,449
South Carolina	61,850	6,908	5,833	973	15	----	6	----	22	54	1	----	4	----	54,942
Georgia	94,912	18,339	14,128	3,236	190	30	254	17	79	400	----	----	----	5	76,573
Florida	27,643	6,438	2,333	1,627	686	605	101	474	----	20	539	----	----	53	21,205
East South Central	242,745	41,478	6,632	17,115	15,181	1,966	131	61	80	209	11	6	----	86	201,267
Kentucky	68,704	15,436	70	3,122	10,624	1,414	59	45	10	25	5	5	----	57	53,268
Tennessee	62,546	9,878	----	5,306	3,985	436	62	5	26	36	----	1	----	21	52,668
Alabama	58,410	10,420	6,198	3,670	465	34	3	11	28	10	----	----	----	1	47,990
Mississippi	53,085	5,744	364	5,017	107	82	7	----	16	138	6	----	----	7	47,341
West South Central	416,617	23,986	4,902	16,599	666	457	254	55	324	314	22	----	----	393	392,631
Arkansas	74,866	3,871	150	2,869	320	73	154	12	219	74	----	----	----	----	70,995
Louisiana	39,803	2,771	148	2,449	----	6	8	----	3	7	18	----	----	132	37,032
Oklahoma	[1] 134,263	2,461	1,840	491	7	4	2	----	25	82	1	----	----	9	[1] 131,802
Texas	167,685	14,883	2,764	10,790	339	374	90	43	77	151	3	----	----	252	152,802
Mountain	306,382	15,539	2,706	11,810	262	64	34	13	114	520	----	----	----	16	290,843
Montana	64,732	1,772	15	1,716	5	----	2	----	----	32	----	----	----	2	62,960
Idaho	31,099	2,982	217	2,537	73	56	22	11	39	13	----	----	----	14	28,117
Wyoming	46,528	440	----	413	12	----	----	----	1	14	----	----	----	----	46,088
Colorado	48,143	4,598	1,070	3,326	131	----	----	----	----	71	----	----	----	----	43,545
New Mexico	45,549	1,802	674	1,101	----	----	----	----	----	27	----	----	----	----	43,747
Arizona	21,227	1,233	23	960	29	----	3	----	35	183	----	----	----	----	19,994
Utah	23,047	2,544	697	1,631	12	4	7	2	39	152	----	----	----	----	20,503
Nevada	26,057	168	10	126	----	4	----	----	----	28	----	----	----	----	25,889
Pacific	167,180	34,387	240	23,693	1,542	1,368	844	605	1,467	3,672	51	----	----	905	132,793
Washington	45,816	12,062	----	10,377	169	13	108	20	228	920	51	----	----	176	33,754
Oregon	45,475	8,050	----	6,230	840	----	35	----	746	139	----	----	----	60	37,425
California	75,889	14,275	240	7,086	533	1,355	701	585	493	2,613	----	----	----	669	61,614

[1] Includes about 26,000 miles of section lines declared public highways by law but which are not open for general traffic.

TABLE 6.—*Types of surfaced roads, 1914*

State	Macadam	Bituminous macadam	Gravel	Sand-clay	Brick	Portland cement concrete	Miscellaneous	Total surfaced
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Alabama	431.00	31.00	2,589.50	1,916.00	----	1.00	20.00	4,988.50
Arizona	11.23	13.50	125.70	45.00	----	----	58.00	253.43
Arkansas	362.50	4.00	535.00	175.00	----	21.00	----	1,097.50
California	837.40	877.90	3,563.59	582.25	----	929.19	3,489.40	10,279.73
Colorado	3.00	----	574.25	450.12	----	2.25	164.25	1,193.87
Connecticut	923.42	128.28	1,057.93	840.27	1.33	24.22	----	2,975.45
Delaware	161.50	35.50	21.00	----	----	----	25.50	243.50
Florida	829.16	42.80	42.50	1,163.00	256.24	12.00	484.77	2,830.47
Georgia	234.00	87.00	1,073.00	10,778.00	1.72	.40	168.00	12,342.12
Idaho	42.50	12.00	168.00	449.00	----	4.50	3.00	679.00
Illinois	1,675.11	121.53	7,052.30	2,467.95	82.92	148.80	57.70	11,606.31
Indiana	10,291.29	168.35	20,264.59	150.25	34.75	53.17	----	30,962.40
Iowa	171.30	----	413.00	23.00	----	5.77	1.50	614.57
Kansas	194.30	----	151.85	758.50	4.10	1.35	38.75	1,148.85
Kentucky	10,628.00	59.03	1,713.50	----	.25	2.50	----	12,403.28
Louisiana	----	----	430.00	1,448.00	----	----	189.62	2,067.62
Maine	55.36	43.93	1,139.36	2.26	.05	10.51	1,510.89	2,762.36
Maryland	488.70	1,042.31	243.95	69.00	----	189.34	455.96	2,489.26
Massachusetts	834.30	1,337.33	6,289.57	----	----	----	44.69	8,505.89
Michigan	1,021.19	94.50	5,230.25	1,375.27	----	107.30	----	7,828.51
Minnesota	120.25	19.00	2,825.25	985.33	.50	17.50	----	3,967.83
Mississippi	86.00	29.50	1,281.10	604.25	----	14.00	118.50	2,133.35
Missouri	1,531.05	59.00	3,671.50	1,442.25	1.00	2.77	5.00	6,712.57
Montana	78.00	----	514.25	14.00	----	----	3.00	609.25
Nebraska	39.21	1.30	21.00	1,131.10	2.40	7.53	2.00	1,204.54
Nevada	2.00	----	193.00	67.00	----	----	----	262.00
New Hampshire	61.87	154.26	1,013.70	270.90	----	70.7	151.83	1,659.63
New Jersey	1,809.24	417.63	2,858.52	561.40	----	----	250.67	5,897.46
New Mexico	----	5.00	184.00	72.50	----	----	----	261.50
New York	5,717.97	3,168.63	5,802.97	----	148.53	244.19	553.61	15,635.90
North Carolina	1,111.00	9.00	529.00	4,313.50	----	1.25	40.00	6,003.75
North Dakota	----	----	955.00	----	----	----	----	955.00
Ohio	12,903.87	1,066.29	15,385.93	211.00	640.41	315.67	46.00	30,569.17
Oklahoma	6.70	3.00	6.90	105.00	----	----	----	121.60
Oregon	1,000.72	137.25	3,060.15	300.00	----	28.41	199.87	4,726.40
Pennsylvania	[1] 1,881.80	[1] 198.33	[1] 235.19	----	[1] 269.33	----	7,398.23	9,982.88
Rhode Island	352.92	107.40	230.10	----	----	----	3.00	693.42
South Carolina	27.50	3.50	85.00	3,101.00	----	----	53.50	3,270.50
South Dakota	----	10.00	212.00	129.00	----	----	12.00	363.00
Tennessee	4,550.50	148.00	2,788.00	613.00	.50	2.00	----	8,102.00
Texas	511.00	181.00	5,258.98	3,490.48	----	11.25	1,074.08	10,526.79
Utah	49.00	15.50	685.75	401.00	----	2.50	----	1,153.75
Vermont	1.94	----	1,165.42	----	----	----	274.67	1,442.03
Virginia	1,177.89	255.77	822.09	1,511.65	----	----	142.17	3,909.57
Washington	502.82	165.52	3,924.48	83.50	26.35	79.42	140.00	4,922.09
West Virginia	771.92	62.95	20.50	----	121.10	18.50	70.00	1,064.97
Wisconsin	1,408.00	183.00	9,597.00	2,054.00	2.40	83.07	72.00	13,399.47
Wyoming	----	----	52.50	----	----	----	416.00	468.50
Total	64,898.43	10,499.79	116,058.12	44,154.73	1,593.88	2,348.43	17,738.16	257,291.54
Per cent	25.22	4.08	45.11	17.16	.62	.91	6.90	100.00

[1] State roads only.

TABLE 7.—*Total mileage all rural roads and total mileage surfaced as of 1904, 1909, 1914, and 1921*

States	Total road mileage				Miles surfaced				Percentage surfaced			
	1921	1914	1909	1904	1921	1914	1909	1904	1921	1914	1909	1904
Alabama	58,410	55,446.00	49,639.00	50,089	10,420	4,988.50	3,263.93	1,720.00	17.84	8.99	6.58	3.43
Arizona	21,227	12,075.00	5,987.00	5,987	1,233	253.43	273.00	217.00	5.81	2.09	4.56	3.62
Arkansas	74,866	50,743.00	36,445.00	36,445	3,871	1,097.50	1,085.25	236.00	5.17	2.16	2.97	.64
California	75,889	61,039.00	48,069.00	46,653	14,275	10,279.73	8,587.75	8,803.00	18.81	16.84	17.87	18.87
Colorado	48,143	39,780.00	29,693.00	30,214	4,598	1,193.87	320.50	178.00	9.55	3.00	1.08	.59
Connecticut	12,152	14,061.00	12,583.00	14,088	2,206	2,975.45	3,030.54	2,360.10	18.15	21.16	24.08	16.75
Delaware	3,933	3,674.00	3,000.00	3,000	448	243.50	186.44	66.00	11.39	6.62	6.22	2.20
Florida	27,643	17,995.00	17,579.00	17,374	6,438	2,830.47	1,752.35	885.50	23.29	15.72	9.97	5.10
Georgia	94,912	80,669.00	82,230.00	57,203	18,339	12,342.12	5,978.00	1,634.00	19.32	15.30	7.27	2.86
Idaho	31,099	24,396.00	18,403.00	18,163	2,982	679.00	510.50	212.00	9.59	2.78	2.77	1.16
Illinois	96,326	95,647.00	94,141.00	94,141	11,473	11,606.31	8,914.00	7,924.00	11.91	12.02	9.47	8.42
Indiana	76,246	73,347.00	67,996.00	68,306	39,857	30,962.40	24,955.75	23,877.00	52.27	42.20	36.70	34.96
Iowa	104,087	104,074.00	102,427.00	102,448	2,585	614.57	2,505.10	1,664.00	2.48	.59	2.45	1.62
Kansas	128,551	111,052.00	98,302.00	101,196	1,100	1,148.85	374.71	273.20	.86	1.03	.38	.27
Kentucky	68,704	57,916.00	53,744.00	57,137	15,436	12,403.28	10,114.95	9,486.00	22.47	21.40	18.82	16.60
Louisiana	39,803	24,563.00	24,962.00	24,897	2,771	2,067.62	329.50	34.00	6.96	8.42	1.32	.14
Maine	21,483	23,537.00	25,528.00	25,528	2,953	2,762.36	2,703.06	2,323.50	13.75	11.74	10.59	9.10
Maryland	14,772	16,459.00	16,773.00	16,773	3,663	2,489.26	2,142.30	1,570.00	24.80	15.10	12.77	9.36
Massachusetts	18,868	18,681.00	17,272.00	17,092	6,575	8,505.89	8,463.18	7,843.80	34.85	45.53	49.00	45.89
Michigan	77,283	74,190.00	68,906.00	69,296	17,186	7,828.51	6,900.54	7,025.50	22.22	10.55	10.01	10.14
Minnesota	107,103	93,517.00	79,323.00	79,324	16,905	3,967.83	5,416.85	6,247.50	15.78	4.24	6.83	7.87
Mississippi	53,085	45,779.00	39,619.00	38,698	5,744	2,133.35	342.25	149.00	10.82	4.66	.86	.31
Missouri	111,520	96,041.00	107,923.00	108,133	7,879	6,712.57	4,755.50	2,733.00	7.06	6.98	4.40	2.53
Montana	64,732	39,204.00	23,319.00	22,419	1,772	609.25	95.00	65.00	2.74	1.55	.41	.28
Nebraska	86,556	80,272.00	80,338.00	79,462	496	1,204.54	248.55	23.00	.57	1.50	.31	.03
Nevada	26,057	12,182.00	12,751.00	12,585	168	262.00	46.00	64.00	.64	2.14	.36	.51
New Hampshire	13,841	14,020.00	15,116.00	15,116	1,692	1,659.63	1,448.48	1,293.00	12.22	11.83	9.58	8.55
New Jersey	14,066	14,817.00	14,842.00	14,842	6,459	5,897.46	3,377.86	2,422.30	45.92	39.80	22.76	16.32
New Mexico	45,549	11,873.00	16,920.00	15,326	1,802	261.50	104.00	2.00	3.96	2.20	.61	.01
New York	81,878	79,398.00	79,279.00	73,798	18,566	15,635.90	12,787.36	5,876.00	22.68	19.60	16.13	7.96
North Carolina	68,204	50,758.00	48,285.00	49,763	16,755	6,003.75	2,313.00	1,259.00	24.57	11.82	4.79	2.53
North Dakota	106,523	68,796.00	61,593.00	59,332	710	955.00	140.00	212.00	.67	1.38	.23	.36
Ohio	84,219	86,354.00	88,861.00	69,439	36,068	30,569.17	24,106.00	23,460.00	42.83	35.16	27.13	33.79
Oklahoma	1 134,263	107,916.00	71,325.00	43,554	2,461	121.60	361.00		18.33	.11	.50	
Oregon	45,475	36,819.00	29,475.00	34,258	8,050	4,726.40	2,799.25	2,589.00	17.70	12.83	9.49	7.56
Pennsylvania	90,991	91,555.84	87,386.79	99,777	13,921	9,982.88	3,364.76	2,160.80	15.30	10.90	3.84	2.17
Rhode Island	2,274	2,170.00	2,120.75	2,361	754	693.42	1,042.07	1,021.50	33.15	31.95	49.14	43.27
South Carolina	61,850	42,226.00	32,075.00	41,830	6,908	3,270.50	3,534.75	1,878.00	11.17	7.74	11.02	4.49
South Dakota	115,485	96,306.00	56,354.00	59,295	548	363.00	286.00	151.00	.47	.37	.50	.25
Tennessee	62,546	46,050.00	45,913.00	48,989	9,878	8,102.00	5,353.50	4,285.00	15.79	17.59	11.66	8.75
Texas	167,685	128,960.00	128,971.00	121,409	14,883	10,526.79	4,896.00	2,128.00	8.88	8.16	3.80	1.75
Utah	23,047	8,810.00	8,320.00	7,090	2,544	1,153.75	1,018.00	608.00	11.04	13.09	12.23	8.57

Vermont	14,677	14,249.00	14,406.00	14,521	3,545	1,442.03	2,650.63	1,953.50	24.15	10.12	18.40	13.45
Virginia	59,080	53,388.00	43,399.00	51,812	7,260	3,909.57	1,902.75	1,600.00	12.29	7.32	4.38	3.09
Washington	45,816	42,428.00	34,283.60	31,998	12,062	4,922.09	4,520.68	1,976.50	26.33	11.61	13.19	6.17
West Virginia	35,173	32,024.00	32,109.00	26,178	1,367	1,064.97	591.40	254.50	3.89	3.30	1.84	.97
Wisconsin	78,679	75,707.00	61,090.00	63,593	19,714	13,399.47	10,167.33	10,633.20	25.09	17.60	16.64	16.72
Wyoming	46,528	14,797.00	10,569.00	10,447	440	468.50	416.00	153.00	.95	3.10	3.94	1.46
Total	2,941,294	2,445,760.84	2,199,645.14	2,151,379	387,760	257,291.54	190,476.32	153,530.40	13.17	10.52	8.66	7.14

[1] Includes about 26,000 miles of section lines declared Public Highways by law but which are not open to general traffic.

TABLE 8.—*Total mileage of rural roads built during 1921. Consolidated data for all States, counties, townships, and districts*

States and geographic divisions	Total mileage surfaced during 1921	Mileage of each type surfaced										Earth roads		Grand total mileage on which construction work was done during 1921
		Sand-clay	Gravel, chert, shale	Water-bound macadam	Surface-treated macadam	Bituminous macadam	Sheet asphalt	Bituminous concrete	Portland cement concrete	Brick	Miscellaneous	Constructed to definite grade with permanent drainage structures	Partially graded and drained	
Totals all States	41,171.7	7,010.2	22,008.6	3,070.1	993.8	1,349.2	208.5	1,022.6	4,805.4	335.8	367.5	7,918.7	61,885.7	110,976.1
New England	1,250.1	6.2	722.1	56.4	4.8	255.8	1.9	76.4	118.8	.2	7.5	6.6	98.9	1,355.6
Maine	340.6	6.2	286.2	.8		30.0	1.5		14.9		1.0		36.2	376.8
New Hampshire	86.3		72.2	2.1	.2	3.2		8.0	.6			5.6		91.9
Vermont	212.7		205.9	.1		2.6			4.1				60.5	273.2
Massachusetts	318.7		77.6	5.3	2.0	151.4	.4	38.2	42.1		1.7		2.2	320.9
Rhode Island	91.5		34.4		1.6	26.3		26.8	2.3		.1			91.5
Connecticut	200.3		45.8	48.1	1.0	42.3		3.4	54.8	.2	4.7	1.0		201.3
Middle Atlantic	3,321.9	.5	572.9	930.6	125.3	349.2	83.0	118.3	1,103.4	25.8	12.9	4.7	87.8	3,414.4
New York	2,051.7		392.6	810.3	121.3	308.4		9.5	405.2	1.0	3.4			2,051.7
New Jersey	325.8		107.7	19.1	2.7	17.9	29.8	43.5	95.6		9.5	4.7	5.8	336.3
Pennsylvania	944.4	.5	72.6	101.2	1.3	22.9	53.2	65.3	602.6	24.8			82.0	1,026.4
East North Central	10,292.1	642.5	6,146.9	995.4	205.9	277.1	11.8	126.6	1,636.6	206.4	42.9	955.4	5,115.8	16,363.3
Ohio	1,728.5		483.8	414.1	77.4	195.7	3.8	68.6	273.5	168.7	42.9	21.6	129.3	1,879.4
Indiana	1,671.0		1,122.4	275.9	30.0	10.8	8.0	6.9	197.8	19.2				1,671.0
Illinois	1,061.1		516.5	54.0	60.0	13.1		1.7	399.0	16.8		206.7	315.0	1,582.
Michigan	2,294.9	77.6	1,729.3	107.3	36.8	35.2		49.4	257.7	1.6			123.2	2,418.1
Wisconsin	3,536.6	564.9	2,294.9	144.1	1.7	22.3			508.6	.1		727.1	4,548.3	8,812.0
West North Central	4,173.5	328.9	3,187.8	25.2	15.5	51.4	2.0	44.0	444.9	72.8	1.0	3,575.9	30,271.9	38,021.3
Minnesota	1,831.3	131.3	1,549.3	.7		3.0	1.0	40.3	104.7		1.0	1,299.9	5,442.0	8,573.2
Iowa	966.8		798.7						151.5	16.6		1,069.5	291.8	2,328.1
Missouri	439.6		322.1	13.8		25.1	1.0	3.7	70.5	3.4		296.5	139.8	875.9
North Dakota	95.5	4.0	91.5									110.0	5,816.6	6,022.1
South Dakota	284.5		280.3	4.2								200.0	10,457.3	10,941.8
Nebraska	191.4	119.0	55.8						2.7	13.9		600.0	5,635.8	6,427.2
Kansas	364.4	74.6	90.1	6.5	15.5	23.3			115.5	38.9			2,488.6	2,853.0

South Atlantic	7,341.6	4,576.9	1,387.1	183.7	306.8	213.6	23.2	108.9	439.0	20.6	81.8	436.6	3,197.7	10,975.9
Delaware	80.5		4.5	2.8	3.0	6.2		5.2	58.6	.2				80.5
Maryland	290.5		87.7	6.8	27.0		6.3	19.9	123.3		19.5		106.3	396.8
Virginia	665.7	265.1	90.6	40.4	122.1	96.1			51.4			68.3	118.8	852.8
West Virginia	185.6		26.0	11.6	43.9	28.7		6.0	58.7	4.9	5.8	75.0	227.6	488.2
North Carolina	2,148.8	1,256.7	670.0	20.6	39.8	12.7	10.4	67.2	60.4	7.5	3.5	31.0	882.2	3,062.0
South Carolina	2,060.5	1,846.4	182.0					1.0	31.1				783.0	2,843.5
Georgia	1,368.5	987.0	248.3	18.5		43.1	6.5	9.6	55.5			262.3	844.3	2,475.1
Florida	541.5	221.7	78.0	83.0	71.0	26.8				8.0	53.0		235.5	777.0
East South Central	3,416.6	413.5	2,000.0	608.2	150.1	71.0	16.2	32.3	51.5	9.0	64.8	318.2	2,520.5	6,255.3
Kentucky	683.7		254.6	280.3	78.5	8.2	10.5		7.5	3.9	40.2	179.0	206.5	1,069.2
Tennessee	715.8		284.1	264.6	63.6	60.8		8.9	13.4		20.4		1,338.5	2,054.3
Alabama	626.9	331.2	263.0		6.5	2.0	5.7	17.9	0.6				205.1	832.0
Mississippi	1,390.2	82.3	1,198.3	63.3	1.5			5.5	30.0	5.1	4.2	139.2	770.4	2,299.8
West South Central	5,590.4	808.6	3,998.9	66.4	112.4	106.1	18.4	169.9	174.4	1.0	134.3	1,387.8	12,037.4	19,015.6
Arkansas	1,144.9		813.4	27.0	59.0	66.7	4.5	137.0	37.3			237.8	1,199.6	2,582.3
Louisiana	841.3	87.8	732.7		5.7	1.6					13.5	150.0	528.2	1,519.5
Oklahoma	433.0	155.6	200.2	2.1				20.7	48.4	1.0	5.0	500.0	2,875.1	3,808.1
Texas	3,171.2	565.2	2,252.6	37.3	47.7	37.8	13.9	12.2	88.7		115.8	500.0	7,434.5	11,105.7
Mountain	2,704.3	228.6	2,150.4	44.7	15.9	6.0	11.2	19.3	220.4		7.8	905.1	6,966.6	10,576.0
Montana	302.0		275.4	5.0					21.1		.5	129.5	1,132.8	1,564.3
Idaho	798.1	35.7	668.1	37.7	15.1	6.0	11.2	11.3	5.7		7.3	85.5	606.5	1,490.1
Wyoming	167.6		157.7					1.3	8.6			150.0	1,355.8	1,673.4
Colorado	400.1	179.4	194.0						26.7			175.4	1,764.4	2,339.9
New Mexico	378.5	7.0	365.8						5.7			164.4	923.0	1,465.9
Arizona	361.0	3.5	224.5					1.1	131.9			120.6	404.1	885.7
Utah	229.0	3.0	198.7	2.0	.8			5.6	18.9			70.0	739.0	1,038.0
Nevada	68.0		66.2						1.8			9.7	41.0	118.7
Pacific	3,081.2	4.5	1,842.5	159.5	57.1	19.0	40.8	326.9	616.4		14.5	328.4	1,589.1	4,998.7
Washington	862.3		681.1	13.2					161.5		6.5	64.6	311.5	1,238.4
Oregon	1,333.3		1,002.6	110.0		1.5		146.6	66.6		6.0	204.5	662.1	2,199.9
California	885.6	4.5	158.8	36.3	57.1	17.5	40.8	180.3	388.3		2.0	59.3	615.5	1,560.4

TABLE 9.—*Total mileage of rural roads built during 1922. Consolidated data for all States, counties, townships, and districts*

States and geographic divisions	Total mileage surfaced during 1922	Mileage of each type surfaced during 1922									Earth roads		Grand total mileage on which construction work was done during 1922
		Sand-clay	Gravel, chert, shale	Water-bound macadam	Surface-treated macadam	Bituminous macadam	Bituminous concrete	Portland cement concrete	Brick	Miscellaneous	Constructed to definite grade with permanent drainage structures	Partially graded and drained	
Totals all States	34,456.3	4,477.5	17,479.9	3,358.7	613.5	1,811.1	1,020.4	4,958.7	249.3	487.2	8,883.4	34,982.7	78,322.4
New England	1,134.8	1.8	683.9	17.7	52.9	222.4	54.8	100.3	----------	1.0	61.8	108.0	1,304.6
Maine	349.7	----------	300.0	1.0	----------	35.0	----------	12.7	----------	1.0	36.0	----------	385.7
New Hampshire	145.8	----------	108.6	5.7	----------	17.9	10.6	3.0	----------	----------	3.6	----------	149.4
Vermont	148.5	----------	141.0	----------	----------	5.5	----------	2.0	----------	----------	20.0	108.0	276.5
Massachusetts	236.1	1.8	70.7	----------	7.3	112.9	16.1	27.3	----------	----------	2.2	----------	238.3
Rhode Island	87.0	----------	32.0	1.0	----------	25.0	25.0	4.0	----------	----------	----------	----------	87.0
Connecticut	167.7	----------	31.6	10.0	45.6	26.1	3.1	51.3	----------	----------	----------	----------	167.7
Middle Atlantic	2,904.7	----------	312.3	513.0	5.7	689.3	220.9	1,108.9	27.0	27.6	7.3	87.4	2,999.4
New York	1,643.5	----------	194.5	402.6	----------	658.6	6.2	372.3	1.7	7.6	0.2	----------	1,643.7
New Jersey	319.2	----------	44.8	9.4	5.7	7.7	114.7	136.6	0.3	----------	7.1	5.4	331.7
Pennsylvania	942.0	----------	73.0	101.0	----------	23.0	100.0	600.0	25.0	20.0	----------	82.0	1,024.0
East North Central	9,048.6	----------	5,366.0	814.0	129.3	217.2	106.4	1,861.5	170.7	383.5	1,571.5	214.5	10,834.6
Ohio	1,205.0	----------	298.0	160.0	41.0	189.0	46.0	196.0	147.0	128.0	23.0	61.0	1,289.0
Indiana	2,435.1	----------	1,610.0	433.0	40.5	4.7	5.5	317.9	23.5	----------	16.8	----------	2,451.9
Illinois	880.4	----------	90.8	3.0	----------	----------	----------	786.6	----------	----------	190.8	137.0	1,208.2
Michigan	2,570.0	----------	2,102.4	146.1	47.8	23.0	54.9	195.6	0.2	----------	79.9	----------	2,649.9
Wisconsin	1,958.1	----------	1,264.8	71.9	----------	0.5	----------	365.4	----------	255.5	[1] 1,261.0	16.5	3,235.6
West North Central	4,284.1	280.0	3,082.2	398.3	15.0	51.5	2.0	420.5	34.6	----------	3,986.9	15,558.5	23,829.5
Minnesota	2,077.9	125.0	1,785.1	----------	----------	10.0	----------	157.8	----------	----------	[2] 1,621.2	3,999.9	7,699.0
Iowa	839.2	----------	737.8	----------	----------	----------	----------	98.2	3.2	----------	1,069.7	213.6	2,122.5
Missouri	465.7	----------	----------	398.3	----------	20.5	2.0	43.5	1.4	----------	497.6	----------	963.3
North Dakota	143.8	5.0	138.8	----------	----------	----------	----------	----------	----------	----------	365.3	415.0	884.1
South Dakota	326.5	20.0	306.5	----------	----------	----------	----------	----------	----------	----------	[3] 25 1.1	7,738.0	8,229.6

Nebraska	160.0	100.0	54.0			6.0					271.9	1,728.1	2,160.0
Kansas	271.0	30.0	60.0		15.0	15.0		121.0	30.0		36.1	1,463.9	1,771.0
South Atlantic	4,528.8	2,380.2	747.6	179.4	194.2	273.5	236.5	477.4	10.6	29.4	433.6	1,339.1	6,301.5
Delaware	79.8				2.5	0.5	4.0	72.8				3.0	82.8
Maryland	172.4		39.2	15.0	15.0	14.8	3.8	70.8		13.8	2.9		175.3
Virginia	555.0	240.0	80.0	40.0	60.0	90.0		45.0			55.5	114.5	725.0
West Virginia	191.2		16.3	27.3	11.7	64.4	8.5	57.6	5.4		159.4	65.7	416.3
North Carolina	2,115.9	1,265.7	441.7	42.1	20.0	50.0	143.4	139.6	0.2	13.2	40.0	455.9	2,611.8
South Carolina	548.3	410.8	64.5				31.2	41.8					548.3
Georgia	428.3	300.0	65.9	15.0		20.0	10.0	15.0		2.4	100.0	600.0	1,128.3
Florida	437.9	163.7	40.0	40.0	85.0	33.8	35.6	34.8	5.0		75.8	100.0	613.7
East South Central	2,109.9	266.1	1,117.0	400.5	106.4	138.2	3.2	65.7	1.2	11.6	340.1	1,115.0	3,565.0
Kentucky	412.6		219.2	125.0	24.2	31.6		12.6			125.9	30.0	568.5
Tennessee	726.1		256.3	266.2	73.0	104.8	3.2	11.0		11.6	87.7	500.0	1,313.8
Alabama	357.9	224.1	114.3	5.6	9.2			4.7				195.0	552.9
Mississippi	613.3	42.0	527.2	3.7		1.8		37.4	1.2		126.5	390.0	1,129.8
West South Central	3,918.5	420.0	3,048.2	125.0	3.7	97.2	27.7	171.5	5.2	20.0	649.1	6,729.3	11,296.9
Arkansas	872.5		753.2	15.0	3.7	58.2	19.7	22.7			204.5	1,049.9	2,126.9
Louisiana	756.0	80.0	660.0			6.0				10.0	30.6	579.4	1,366.0
Oklahoma	187.0		135.0				2.0	44.8	5.2		16.0		201.0
Texas	2,103.0	340.0	1,500.0	110.0		33.0	6.0	104.0		10.0	400.0	5,100.0	7,603.0
Mountain	3,749.6	1,129.4	2,227.7	24.8	2.0	8.6	32.6	310.4		14.1	1,323.7	8,710.8	13,784.1
Montana	129.2		122.7			4.4	0.9	1.2			27.9	230.0	387.1
Idaho	615.0	43.0	548.6	8.0		0.4	2.0	13.0			147.3	470.0	1,232.3
Wyoming	138.1		134.2					3.9			480.5	574.0	1,192.6
Colorado	1,630.9	971.0	604.0					55.9			364.0	5,890.0	7,884.9
New Mexico	298.6	2.0	270.1					26.5			142.6	143.9	585.1
Arizona	413.5	33.4	184.7				19.1	162.2		14.1	150.0	343.0	906.5
Utah	442.9	80.0	292.8	16.8	2.0		9.0	42.3			6.6	1,059.9	1,509.4
Nevada	81.4		70.6			3.8	1.6	5.4			4.8		86.2
Pacific	2,777.3		895.0	886.0	104.3	113.2	336.3	442.5			509.4	1,120.1	4,406.8
Washington	810.6		652.5		15.0		5.5	137.6			58.8	250.0	1,119.4
Oregon	978.5			847.5			100.7	30.3			336.0	396.1	1,710.6
California	988.2		242.5	38.5	89.3	113.2	230.1	274.6			114.6	474.0	1,576.8

[1] Includes 936.0 miles of State-aid work of somewhat lower standard than the State trunk line work.
[2] Includes 1,197.5 miles of State-aid work of somewhat lower standard than the State trunk line work.
[3] Does not include 738.0 miles of State-aid grading.

97532—25†—4

TABLE 10.—*Highway bonds. Consolidated data for all States, counties, townships, and districts*

State	Authorized during 1921		Sold during 1921		Total authorized 1914–1921, inclusive		Total outstanding at end of 1921		Grand total outstanding at end of 1921
	State	Local	State	Local	State	Local	State	Local	
Alabama		$2,254,000		$2,164,000		$5,350,500		$8,758,500	$8,758,500
Arizona		1,625,000		1,625,000		18,463,000		18,501,000	18,501,000
Arkansas		6,494,000		7,267,200		57,100,800		50,955,700	50,955,700
California [1]		1,338,700	$5,122,000	4,482,500	$55,000,000	48,674,900	$55,400,000	45,858,000	101,258,000
Colorado	$5,000,000		2,000,000		5,000,000		2,000,000		2,000,000
Connecticut		698,500		387,500				[2] 400,000	[2] 400,000
Delaware		2,700,000	1,829,000	310,000	3,929,000	5,300,000	3,929,000	3,215,000	7,144,000
Florida		8,376,500		3,755,000		29,556,300		24,130,200	24,130,200
Georgia		1,315,500		2,507,500		18,876,000		15,659,000	15,659,000
Idaho		938,500	2,000,000	978,500	3,400,000	18,515,100	[3] 3,615,500	16,156,700	19,772,200
Illinois		288,000	5,000,000	2,955,300	60,000,000	12,571,800	5,000,000	15,617,300	20,617,300
Indiana		13,095,900		27,241,500				62,415,900	62,415,900
Iowa		6,223,900		9,386,900		20,376,000		25,677,800	25,677,800
Kansas		6,044,600		5,529,600		7,899,700		9,182,400	9,182,400
Kentucky		2,313,000		401,600		8,989,000		7,135,800	7,135,800
Louisiana		4,579,600		5,228,800		37,103,100		28,571,400	28,571,400
Maine	3,000,000	28,000	1,750,000	28,000	7,514,500	160,000	6,264,500	174,800	6,439,300
Maryland		1,614,900		1,124,900	15,850,000	1,793,900	15,700,000	2,512,900	18,212,900
Massachusetts		7,727,300		2,953,700	5,317,000	7,035,300	8,097,500	18,723,300	26,820,800
Michigan		7,607,200	5,000,000	12,283,300	50,000,000	[4]	20,000,000	35,234,200	55,234,200
Minnesota		8,631,300		10,611,000	75,000,000	22,694,200		21,402,600	21,402,600
Mississippi		3,137,400		7,038,000		39,997,600		37,912,400	37,912,400
Missouri		140,000		3,471,700	60,000,000	22,945,200		14,942,600	14,942,600
Montana		1,801,700		1,886,800		10,379,000		9,775,800	9,775,800
Nebraska		270,000		2,263,000		3,895,000		2,848,000	2,848,000
Nevada		455,000	200,000		1,000,000	1,395,000	600,000	838,000	1,438,000
New Hampshire		107,800		107,300		388,700	225,000	345,100	570,100
New Jersey		4,437,600		4,008,000		16,694,600		25,833,000	25,833,000
New Mexico	2,000,000		1,000,000		2,420,000	578,500	1,420,000	581,100	2,001,100
New York		[4]	20,000,000	[4]	[5] 45,000,000	[4]	100,000,000	21,681,100	121,681,100
North Carolina		16,122,000		11,977,900	50,000,000	47,366,200	10,552,600	45,255,900	55,808,500
North Dakota									
Ohio		17,785,500		19,337,500		95,111,000		70,936,500	70,936,500
Oklahoma		2,980,600		2,482,300		13,126,200		11,547,600	11,547,600
Oregon	7,000,000	3,688,200	11,722,900	2,988,900	40,380,000	22,747,900	31,700,000	11,191,300	42,891,300

Pennsylvania			26,200,000		50,000,000	41,114,400	50,000,000	(4)	[6] 50,000,000
Rhode Island		318,000		318,000	800,000	32,000	2,600,000	352,000	2,952,000
South Carolina		2,679,500		7,531,500		20,192,000		13,081,000	13,081,000
South Dakota					4,500,000	149,000	3,500,000	149,000	3,649,000
Tennessee		5,106,000		5,960,800		28,422,500		28,693,500	28,693,500
Texas		14,355,000		15,278,200		130,336,900		96,517,900	96,517,900
Utah	1,000,000	810,000	1,214,600	640,500	7,000,000	4,923,700	7,000,000	4,785,200	11,785,200
Vermont									
Virginia		3,812,000		3,678,000		14,461,800		14,936,300	14,936,300
Washington		1,600,500		4,166,500		25,352,300		20,547,900	20,547,900
West Virginia		1,687,000	15,000,000	3,086,000	50,000,000	26,993,800	15,000,000	22,727,900	37,727,900
Wisconsin		1,439,000		6,616,600		40,930,500		10,201,600	10,201,600
Wyoming	1,800,000	833,000	700,000	775,000	4,600,000	833,000	2,970,000	775,000	3,745,000
Grand totals	19,800,000	167,460,200	98,738,500	204,834,300	596,710,500	928,826,400	345,574,100	876,738,200	1,222,312,300

[1] All data for fiscal year ending June 30, 1921, except State bonds outstanding, which are for the calendar year 1921.
[2] Partial totals; complete data not available.
[3] Outstanding Sept. 30, 1922.
[4] No data.
[5] Authorized for sale by the State legislature.
[6] State bonds only; no data available as to county and township bonds.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*

ALABAMA

Type	State roads		State-aid roads		County roads		All rural roads	
	Total Jan. 1, 1922 [1]	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth					38,236.4		38,236.4	
Partly graded and drained earth					5,756.0	205.1	5,756.0	205.1
Earth to definite grade with permanent drainage structures	3.2		221.3		3,773.2		3,997.7	
Sand-clay	183.3	73.9	208.8		5,806.1	257.3	6,198.2	331.2
Gravel	106.2	75.0	246.2		3,317.5	188.0	3,669.9	263.0
Waterbound macadam			41.3		424.0		465.3	
Surface-treated macadam					34.0	6.5	34.0	6.5
Bituminous macadam					3.0	2.0	3.0	2.0
Sheet asphalt	5.7	5.7			5.0		10.7	5.7
Bituminous concrete	17.9	17.9			10.0		27.9	17.9
Portland cement concrete	0.6	0.6			9.9		10.5	0.6
Miscellaneous	0.8						0.8	
Total	317.7	173.1	717.6		57,375.1	658.9	58,410.4	832.0

[1] Includes only mileage actually taken over and improved by State.

ARIZONA

Type	State roads		County roads		Forest roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	106.8		15,683.8	[2] 55.1			15,790.6	[1] 55.1
Partly graded and drained earth	335.6		992.0	349.0			1,327.6	349.0
Earth to definite grade with permanent drainage structures	756.8	37.5	1,922.8		195.8	83.1	2,875.4	120.6
Sand-clay			23.5	3.5			23.5	3.5
Gravel	202.0	150.0	744.1	60.9			959.7	[2] 224.5
Waterbound macadam			29.5				29.5	
Bituminous macadam			2.5				2.5	
Bituminous concrete	1.1	1.1	33.7				34.8	1.1
Portland cement concrete	14.5		168.7	131.9			183.2	131.9
Miscellaneous	13.6	13.6						
Total	1,430.4	202.2	19,600.6	600.4	195.8	83.1	21,226.8	885.7

[1] New roads laid out but not improved.
[2] Includes the 13.6 miles of State road constructed of volcanic cinders and classed as miscellaneous.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

ARKANSAS

Type	State-aid roads		County roads		Forest roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth			45,765.0	[1] 77.5	401.0		46,166.0	[1] 77.5
Partly graded and drained earth			22,667.5	1,122.1			22,667.5	1,122.1
Earth to definite grade with permanent drainage structures	520.9	231.3	1,500.0		140.3	6.5	2,161.2	237.8
Sand-clay			150.2				150.2	
Gravel	1,001.2	324.9	1,867.7	488.5			2,868.9	813.4
Waterbound macadam	111.1	13.0	209.1	14.0			320.2	27.0
Surface-treated macadam	17.4	17.4	55.3	41.6			72.7	59.0
Bituminous macadam	95.6	10.0	58.5	56.7			154.1	66.7
Sheet asphalt			12.4	4.5			12.4	4.5
Bituminous concrete	12.9		205.6	137.0			218.5	137.0
Portland cement concrete	22.7		51.2	37.3			73.9	37.3
Total	1,781.8	596.6	72,542.5	1,979.2	541.3	6.5	74,865.6	2,582.3

[1] New roads laid out but not improved.

CALIFORNIA

Type	State roads		County roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	3,072.2		28,042.3	[1] 24.0	31,114.5	[1] 24.0
Partly graded and drained earth	300.0		29,110.0	591.5	29,410.0	591.5
Earth to definite grade with permanent drainage structures	1,089.1	59.3			1,089.1	59.3
Sand-clay			240.0	4.5	240.0	4.5
Gravel	210.9	18.3	6,875.7	140.5	7,086.6	158.8
Waterbound macadam	5.3		527.4	36.3	532.7	36.3
Surface-treated macadam	196.1		1,158.7	57.1	1,354.8	57.1
Bituminous macadam	34.9		665.7	17.5	700.6	17.5
Sheet asphalt	572.9	28.5	12.3	12.3	585.2	40.8
Bituminous concrete	100.0	3.3	393.3	177.0	493.3	180.3
Portland cement concrete	894.1	96.4	1,718.9	291.9	2,613.0	388.3
Miscellaneous	19.3		650.0	2.0	669.3	2.0
Total	6,494.8	205.8	69,394.3	1,354.6	75,889.1	1,560.4

[1] New roads laid out but not improved.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

COLORADO

Type	State roads		County roads		Forest roads [1]		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	297.5		19,422.2	[2] 288.0	4,866.9		19,719.7	[2] 288.0
Partly graded and drained earth	4,794.3		17,500.0	1,476.4	2,326.5	40.9	22,294.3	1,476.4
Earth to definite grade with permanent drainage structures	1,180.0	175.4	350.0		101.9	50.0	1,530.0	175.4
Sand-clay	780.9	99.4	289.8	80.0			1,070.7	179.4
Gravel	892.7	104.3	2,433.8	89.7			3,326.5	194.0
Waterbound macadam	131.1						131.1	
Portland cement concrete [3]	70.4	26.7	.6				71.0	26.7
Total	8,146.9	405.8	39,996.4	1,934.1	7,331.5	90.9	48,143.3	2,339.9

[1] Included in State or county roads.
[2] New roads laid out but not improved.
[3] Includes bituminous concrete.

CONNECTICUT

Type	State roads		Town roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth			124.3		124.3	
Partly graded and drained earth			8,777.7		8,777.7	
Earth to definite grade with permanent drainage structures	175.4		868.1	1.0	1,043.5	1.0
Gravel	334.3	9.7	459.4	36.1	793.7	45.8
Waterbound macadam	595.7	31.1	177.0	17.0	772.7	48.1
Surface-treated macadam			36.8	1.0	36.8	1.0
Bituminous macadam	140.5	34.5	70.4	7.8	210.9	42.3
Sheet asphalt			4.0		4.0	
Bituminous concrete	99.2	1.6	20.4	1.8	119.6	3.4
Portland cement concrete	135.4	52.4	37.0	2.4	172.4	54.8
Brick	1.4		.8	.2	2.2	.2
Miscellaneous	87.4		6.7	4.7	94.1	4.7
Total	1,569.3	129.3	10,582.6	72.0	12,151.9	201.3

DELAWARE

Type	State roads		State-aid roads		County roads		All rural roads	
	Total [1] Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth					3,485.9		3,485.9	
Gravel					50.0	4.5	50.0	4.5
Waterbound macadam					15.8	2.8	15.8	2.8
Surface-treated macadam					150.0	3.0	150.0	3.0
Bituminous macadam	2.4		11.4	2.0	18.0	4.2	31.8	6.2
Bituminous concrete	.7				20.0	5.2	20.7	5.2
Portland cement concrete	124.9	33.4	44.4	23.2	2.5	2.0	171.8	58.6
Brick	6.4	.2			.5		6.9	.2
Total	134.4	33.6	55.8	25.2	3,742.7	21.7	3,932.9	80.5

[1] Includes only mileage actually constructed and taken over by State.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

FLORIDA

Type	State roads		County roads		All rural roads	
	Total Jan.1,1922	Built 1921	Total Jan.1,1922	Built 1921	Total Jan.1,1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	371.0		16,204.5	[1] 10.0	16,575.5	[1] 10.0
Partly graded and drained earth	385.5		3,124.0	225.5	3,509.5	225.5
Earth to definite grade with permanent drainage structures	120.0		1,000.0		1,120.0	
Sand-clay	190.0	47.0	2,142.6	174.7	2,332.6	221.7
Gravel	200.0		1,427.4	78.0	1,627.4	78.0
Waterbound macadam			686.5	83.0	686.5	83.0
Surface-treated macadam	122.0		482.5	71.0	604.5	71.0
Bituminous macadam	74.0		26.8	26.8	100.8	26.8
Sheet asphalt	90.0		384.0		474.0	
Portland Cement concrete			20.5		20.5	
Brick	158.0		381.0	8.0	539.0	8.0
Miscellaneous			53.0	53.0	53.0	53.0
Total	1,710.5	47.0	25,932.8	730.0	27,643.3	777.0

[1] New roads laid out but not improved.

GEORGIA

Type	State roads		County roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	1,472.3	3.0	47,125.7	[1] 369.7	48,598.0	[1] 372.7
Partly graded and drained earth	1,468.0		24,157.1	471.6	25,625.1	471.6
Earth to definite grade with permanent drainage structures	950.0	162.3	1,400.0	100.0	2,350.0	262.3
Sand-clay	1,584.9	310.6	12,543.2	676.4	14,128.1	987.0
Gravel	173.3	64.5	3,063.0	183.8	3,236.3	248.3
Waterbound macadam			189.5	18.5	189.5	18.5
Surface-treated macadam			30.0		30.0	
Bituminous macadam	64.7	30.5	189.0	12.6	253.7	43.1
Sheet asphalt	13.8	3.6	2.9	2.9	16.7	6.5
Bituminous concrete	1.6	1.6	77.7	8.0	79.3	9.6
Portland cement concrete	118.7	49.1	280.9	6.4	399.6	55.5
Brick	0.5				0.5	
Miscellaneous	5.1		0.1		5.2	
Total	5,852.9	625.2	89,059.1	1,849.9	94,912.0	2,475.1

[1] New roads laid out but not improved.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

IDAHO

Type	State roads		County roads		Forest roads		All rural roads	
	Total Jan. 1, 1922 [1]	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth			[2] 7,176.4	[3] 17.0	2,517.0		9,693.4	[3] 17.0
Partly graded and drained earth			17,612.3	589.5	245.6		17,857.9	589.5
Earth to definite grade with permanent drainage structures	444.9	40.9			121.0	44.6	565.9	85.5
Sand-clay	25.1		192.1	35.7			217.2	35.7
Gravel	598.5	163.5	1,928.2	494.8	9.8	9.8	2,536.5	668.1
Waterbound macadam			73.2	37.7			73.2	37.7
Surface-treated macadam	11.6	6.5	44.7	8.6			56.3	15.1
Bituminous macadam			21.7	6.0			21.7	6.0
Sheet asphalt			11.2	11.2			11.2	11.2
Bituminous concrete	17.1	9.9	22.3	1.4			39.4	11.3
Portland cement concrete	7.0	5.7	5.9				12.9	5.7
Miscellaneous			13.5	7.3			13.5	7.3
Total	1,104.2	226.5	27,101.5	1,209.2	2,893.4	54.4	31,099.1	1,490.1

[1] Includes only mileage constructed and taken over by State.
[2] Includes 1,895.8 miles on State system but not taken over by State.
[3] New roads laid out but not improved.

ILLINOIS

Type	State roads		State-aid roads		County roads		All rura roads	
	Total Jan. 1, 1922 [1]	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth					36,108.5		36,108.5	
Partly graded and drained earth					46,339.8	315.0	46,339.8	315.0
Earth to definite grade with permanent drainage structures	312.1	194.0	592.4	12.7	1,500.0		2,404.5	206.7
Sand-clay					84.0		84.0	
Gravel	8.9	0.4	62.2	15.8	6,676.0	500.3	6,747.1	516.5
Waterbound macadam			15.0		2,603.2	54.0	2,618.2	54.0
Surface-treated macadam			12.9		125.3	60.0	138.2	60.0
Bituminous macadam	3.3	2.4	25.2		34.0	10.7	62.5	13.1
Bituminous concrete	14.8		28.6	0.7	12.4	1.0	55.8	1.7
Portland cement concrete	765.3	281.7	626.1	106.3	142.7	11.0	1,534.1	399.0
Brick	8.8	3.0	116.1	2.8	100.6	11.0	225.5	16.8
Wood block					7.8		7.8	
Total	1,113.2	481.5	1,478.5	138.3	93,734.3	963.0	96,326.0	1,582.8

[1] Includes only mileage actually constructed and taken over by State.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

INDIANA

Type	State roads		County and township		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	30.7		8,574.5		8,605.2	
Partly graded and drained earth			27,641.4		27,641.4	
Earth to definite grade with permanent drainage structures	142.8				142.8	
Gravel	1,828.3		28,972.5	1,122.4	30,800.8	1,122.4
Waterbound macadam	812.5		6,104.5	275.9	6,917.0	275.9
Surface-treated macadam	62.1		886.6	30.0	948.7	30.0
Bituminous macadam	29.6		275.7	10.8	305.3	10.8
Sheet asphalt			20.0	8.0	20.0	8.0
Bituminous concrete	15.1	3.9	23.0	3.0	38.1	6.9
Portland cement concrete	228.8	78.8	424.9	119.0	653.7	197.8
Brick	41.0		132.4	19.2	173.4	19.2
Total	3,190.9	82.7	73,055.5	1,588.3	76,246.4	1,671.0

IOWA

Type	State roads		County roads		Township roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth					6,784.3		6,784.3	
Partly graded and drained earth	3,775.6		8,496.0	291.8	80,000.0		92,271.6	291.8
Earth to definite grade with permanent drainage structures	1,447.8	1,069.5	994.2				2,442.0	1,069.5
Gravel	1,155.6	404.0	1,189.9	394.7			2,345.5	798.7
Surface-treated macadam	1.0						1.0	
Portland cement concrete	185.3	151.5	2.0				187.3	151.5
Brick	50.7	16.6					50.7	16.6
Total	6,616.0	1,641.6	10,682.1	686.5	86,784.3		104,082.4	2,328.1
Total additional mileage within towns of 2,500 and less							5,029.9	
							109,112.3	

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

KANSAS

Type	All rural roads [1]	
	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*
Unimproved earth	28,772.9	[2] 0.5
Partly graded and drained earth	98,678.4	2,488.1
Sand-clay	297.1	74.6
Gravel	382.6	90.1
Waterbound macadam	100.3	6.5
Surface-treated macadam	63.3	15.5
Bituminous macadam	32.3	23.3
Bituminous concrete	0.3	----
Portland cement concrete	163.0	115.5
Brick	57.8	38.9
Miscellaneous	3.8	----
Total	128,551.8	2,853.0

[1] No State highway system established in 1921. [2] New roads laid out but not improved.

KENTUCKY

Type	State roads		County roads		All rural roads	
	Total, Jan. 1, 1922 [1]	Built, 1921	Total, Jan. 1, 1922	Built, 1921	Total, Jan. 1, 1922	Built, 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	105.3	----	37,372.3	[2] 9.5	37,477.6	[2] 9.5
Partly graded and drained earth	----	----	15,607.2	197.0	15,607.2	197.0
Earth to definite grade, with permanent drainage structures	183.1	179.0	----	----	183.1	179.0
Sand-clay	----	----	70.0	----	70.0	----
Gravel	56.1	19.1	3,066.0	235.5	3,122.1	254.6
Waterbound macadam	133.4	58.5	10,490.8	221.8	10,624.2	280.3
Surface-treated macadam	235.3	17.0	1,178.3	61.5	1,413.6	78.5
Bituminous macadam	8.7	4.2	50.1	4.0	58.8	8.2
Sheet asphalt	----	----	45.3	10.5	45.3	10.5
Bituminous concrete	----	----	10.0	----	10.0	----
Portland cement concrete	23.9	6.4	1.3	1.1	25.2	7.5
Brick	3.9	3.9	1.1	----	5.0	3.9
Wood block	----	----	4.8	----	4.8	----
Miscellaneous	43.2	38.2	14.3	2.0	57.5	40.2
Total	792.9	326.3	67,911.5	742.9	68,704.4	1,069.2

[1] Includes only mileage actually taken over by the State at close of 1921.
[2] New roads laid out but not improved.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

LOUISIANA

Type	State roads		Parish roads		All rural roads	
	Total, Jan. 1, 1922 [1]	Built, 1921	Total, Jan. 1, 1922	Built, 1921	Total, Jan. 1, 1922	Built, 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth			30,315.8		30,315.8	
Partly graded and drained earth			5,276.4	528.2	5,276.4	528.2
Earth to definite grade, with permanent drainage structures	8.0		1,432.0	150.0	1,440.0	150.0
Sand-clay			147.6	87.8	147.6	87.8
Gravel	[2] 558.1	382.4	1,890.6	350.3	2,448.7	732.7
Surface-treated macadam			5.7	5.7	5.7	5.7
Bituminous macadam	1.6	1.6	6.8		8.4	1.6
Bituminous concrete			3.0		3.0	
Portland cement concrete			7.3		7.3	
Brick			18.0		18.0	
Miscellaneous			132.5	13.5	132.5	13.5
Total	567.7	384.0	39,235.7	1,135.5	39,803.4	1,519.5

[1] Includes only mileage actually constructed and taken over by State.
[2] Includes 28.2 miles of State-aid road.

MAINE

Type	State roads		State-aid roads		Town roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	557.7		1,833.6		14,161.2	[1] 16.9	16,552.5	[1] 16.9
Partly graded and drained earth					1,968.5	19.3	1,968.5	19.3
Earth to definite grade with permanent drainage structures			8.9				8.9	
Sand-clay	7.3		0.9		72.8	6.2	81.0	6.2
Gravel	694.8	57.0	1,465.8	201.2	501.1	28.0	2,661.7	286.2
Waterbound macadam	7.5		5.9		10.5	0.8	23.9	0.8
Surface-treated macadam					20.2		20.2	
Bituminous macadam	114.0	29.5	6.1	0.3	3.7	0.2	123.8	30.0
Sheet asphalt					1.5	1.5	1.5	1.5
Bituminous concrete					3.0		3.0	
Portland cement concrete	35.7	14.6			1.2	0.3	36.9	14.9
Stone block					0.1		0.1	
Miscellaneous					1.0	1.0	1.0	1.0
Total	1,417.0	101.1	3,321.2	201.5	16,744.8	74.2	21,483.0	376.8

[1] New roads laid out but not improved.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

MARYLAND

Type	State roads		County roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth			9,865.8		9,865.8	
Partly graded and drained earth			1,243.3	106.3	1,243.3	106.3
Gravel	197.6	39.7	724.4	48.0	922.0	87.7
Waterbound macadam			398.5	6.8	398.5	6.8
Surface-treated macadam	945.2	21.5	240.4	5.5	1,185.6	27.0
Sheet asphalt	21.1	6.3			21.1	6.3
Bituminous concrete	44.1	19.9			44.1	19.9
Portland cement concrete	467.6	120.3	25.3	3.0	492.9	123.3
Brick	1.7				1.7	
Miscellaneous	73.5		523.7	19.5	597.2	19.5
Total	1,750.8	207.7	13,021.4	189.1	14,772.2	396.8

MASSACHUSETTS

Type	State roads		State-aid roads		Town roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922 [1]	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth					4,218.8		4,218.8	
Partly graded and drained earth					8,059.0	2.2	8,059.0	2.2
Earth to definite grade with permanent drainage structures	12.7		2.7		2.7		15.4	
Sand-clay	2.7				5.5		8.2	
Gravel	174.3	0.7	570.0	41.5	2,928.7	35.4	3,103.0	77.6
Waterbound macadam	63.1				1,099.9	5.3	1,163.0	5.3
Surface-treated macadam	364.6		156.0	2.0	156.0		520.6	2.0
Bituminous macadam	555.6	56.0	170.4	42.8	712.9	52.6	1,268.5	151.4
Sheet asphalt			0.4	0.4	0.4		0.4	0.4
Bituminous concrete	179.6	15.8	69.1	10.8	100.4	11.6	280.0	38.2
Portland cement concrete	96.7	38.1	12.7	1.9	32.2	2.1	128.9	42.1
Brick	0.1				6.7		6.8	
Wood block	0.1				1.3		1.4	
Stone block	0.7		0.1		7.0		7.7	
Miscellaneous					86.0	1.7	86.0	1.7
Total	1,450.2	110.6	981.4	99.4	17,417.5	110.9	18,867.7	320.9

[1] Does not include total mileage of town roads which have been constructed with State aid. These roads remain as town roads and are included under column "Town roads."

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

MICHIGAN

Type	State trunk lines		County roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth			34,591.4		34,591.4	
Partly graded and drained earth	1,934.9	101.7	23,495.7	21.5	25,430.6	123.2
Earth to definite grade with permanent drainage structures	75.0				75.0	
Sand-clay			77.6	77.6	77.6	77.6
Gravel	2,624.0	291.4	10,560.6	1,437.9	13,184.6	1,729.3
Waterbound macadam	643.3	50.8	1,071.6	56.5	1,714.9	107.3
Surface-treated macadam			236.4	36.8	236.4	36.8
Bituminous macadam	78.4	25.2	93.8	10.0	172.2	35.2
Bituminous concrete	103.6	24.6	120.5	24.8	224.1	49.4
Portland cement concrete	429.4	143.3	864.5	114.4	1,293.9	257.7
Brick	6.7	0.4	6.8	1.2	13.5	1.6
Miscellaneous	21.5		247.1		268.6	
Total	5,916.8	637.4	71,366.0	1,780.7	77,282.8	2,418.1

MINNESOTA

Type	State trunk lines		State-aid roads		County roads		Township roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	452.4		2,707.6		4,399.1	[1] 35.0	16,884.3	[1] 230.2	24,443.4	[1] 265.2
Partly graded and drained earth	1,537.9		271.1	271.1	3,157.2	559.8	57,054.5	4,345.9	62,020.7	5,176.8
Earth to definite grade with permanent drainage structures	602.9	262.9	2,396.9	1,037.0	160.0		575.0		3,734.8	1,299.9
Sand-clay	290.8	1.8	140.1		229.5	11.5	3,314.8	118.0	3,975.2	131.3
Gravel	3,707.5	130.5	2,655.4	967.3	2,671.8	229.1	3,153.2	222.4	12,187.9	1,549.3
Waterbound macadam	15.3		74.2		24.1	0.7	55.0		168.6	0.7
Surface-treated macadam					67.4		7.4		74.8	
Bituminous macadam	13.2						6.3	3.0	19.5	3.0
Sheet asphalt	1.1						8.0	1.0	9.1	1.0
Bituminous concrete	48.9	3.2	29.2	18.0	20.7	19.1	0.8		99.6	40.3
Portland cement concrete	215.6	24.9	72.6	68.0	12.6	6.8	49.1	5.0	349.9	104.7
Brick	10.1								10.1	
Wood block	9.6								9.6	
Miscellaneous								1.0		1.0
Total	6,905.3	423.3	8,347.1	2,361.4	10,742.4	862.0	81,108.4	4,926.5	107,103.2	8,573.2

[1] New roads laid out but not improved.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

MISSISSIPPI

Type	State roads		County roads		All rural roads	
	Total Jan. 1, 1922 [1]	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth			33,306.2	[2] 0.5	33,306.2	[2] 0.5
Partly graded and drained earth			13,176.9	769.9	13,176.9	769.9
Earth to definite grade with permanent drainage structures	207.5	139.2	650.0		857.5	139.2
Sand-clay			364.3	82.3	364.3	82.3
Gravel	338.5	221.1	4,678.4	977.2	5,016.9	1,198.3
Waterbound macadam	4.3	4.3	102.2	59.0	106.5	63.3
Surface-treated macadam			82.1	1.5	82.1	1.5
Bituminous macadam			7.1		7.1	
Bituminous concrete			16.0	5.5	16.0	5.5
Portland cement concrete	17.4	13.6	120.3	16.4	137.7	30.0
Brick	5.0	5.0	1.1	0.1	6.1	5.1
Miscellaneous	4.2	4.2	3.0		7.2	4.2
Total	576.9	387.4	52,507.6	1,912.4	53,084.5	2,299.8

[1] Includes only mileage actually constructed and taken over by State.
[2] New roads laid out but not improved.

MISSOURI

Type	State roads		County roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth			52,818.3		52,818.3	
Partly graded and drained earth	5,856.7		43,000.0	139.8	48,856.7	139.8
Earth to definite grade with permanent drainage structures	965.6	296.5	1,000.0		1,965.6	296.5
Sand-clay			1,755.3		1,755.3	
Gravel	578.2	256.1	3,932.0	66.0	4,510.2	322.1
Waterbound macadam	115.4	6.8	1,213.8	7.0	1,329.2	13.8
Surface-treated macadam			56.0		56.0	
Bituminous macadam	25.0	8.1	79.2	17.0	104.2	25.1
Sheet asphalt			1.0	1.0	1.0	1.0
Bituminous concrete	5.8	0.4	5.6	3.3	11.4	3.7
Portland cement concrete	92.3	71.0	10.8		103.1	70.5
Brick	3.4	3.4	6.5		9.9	3.4
Total	7,642.4	642.3	103,878.5	233.6	111,520.9	875.9

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

MONTANA

Type	State roads		County roads		Major forest roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	187.5	----------	35,264.8	[1] 10.0	----------	----------	35,452.3	[1] 10.0
Partly graded and drained earth	1,608.1	148.7	25,361.7	973.1	----------	----------	26,969.8	1,122.8
Earth to definite grade with permanent drainage structures	106.7	100.0	200.0	----------	230.7	29.5	537.4	129.5
Sand-clay	----------	----------	15.0	----------	----------	----------	15.0	----------
Gravel	620.8	244.8	1,095.5	30.6	----------	----------	1,716.3	275.4
Waterbound macadam	5.0	5.0	----------	----------	----------	----------	5.0	5.0
Bituminous macadam	----------	----------	2.0	----------	----------	----------	2.0	----------
Portland cement concrete	24.7	16.3	7.0	4.8	----------	----------	31.7	21.1
Miscellaneous	----------	----------	2.0	0.5	----------	----------	2.0	0.5
Total	2,552.8	515.8	61,948.0	1,019.0	230.7	29.5	64,731.5	1,564.3

[1] New roads laid out but not improved.

NEBRASKA

Type	State roads		County, township, and district roads		All rural roads	
	Total, Jan. 1, 1922	Built, 1921	Total, Jan. 1, 1922	Built, 1921	Total, Jan. 1, 1922	Built, 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	906.0	[1] 39.7	53,354.3	[1] 150.0	54,260.3	[1] 189.7
Partly graded and drained earth	1,800.0	360.8	26,000.0	5,085.3	27,800.0	5,446.1
Earth to definite grade with permanent drainage structures	2,000.0	500.0	2,000.0	100.0	4,000.0	600.0
Sand-clay	129.6	68.4	146.8	50.6	276.4	119.0
Gravel	107.9	43.8	43.5	12.0	151.4	55.8
Waterbound macadam	----------	----------	.7	----------	.7	----------
Surface-treated macadam	23.5	----------	----------	----------	23.5	----------
Bituminous concrete	.5	----------	2.0	----------	2.5	----------
Portland cement concrete	11.6	2.7	1.8	----------	13.4	2.7
Brick	27.3	13.9	.5	----------	27.8	13.9
Total	5,006.4	1,029.3	81,549.6	5,397.9	86,556.0	6,427.2

[1] New roads laid out but not improved.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

NEVADA

Type	State roads		County roads		Forest roads		All rural roads	
	Total, Jan. 1, 1922	Built, 1921	Total, Jan. 1, 1922	Built, 1921	Total, Jan. 1, 1922	Built, 1921	Total, Jan. 1, 1922	Built, 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	1,884.5		22,867.3	[1] 25.0	660.2		25,412.0	[1] 25.0
Partly graded and drained earth			305.8	13.0	78.8	3.0	384.6	16.0
Earth to definite grade with permanent drainage structures	92.1	9.7					92.1	9.7
Sand-clay	10.4						10.4	
Gravel	110.8	64.2	15.1	2.0			125.9	66.2
Surface-treated macadam			3.6				3.6	
Sheet asphalt	.5						.5	
Portland cement concrete	28.0	1.8					28.0	1.8
Total	2,126.3	75.7	23,191.8	40.0	739.0	3.0	26,057.1	118.7

[1] New roads laid out but not improved.

NEW HAMPSHIRE

Type	State trunk lines		State roads		State-aid roads		Town roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	166.8						10,550.1		10,716.9	
Partly graded and drained earth	169.0						1,000.0		1,169.0	
Earth to definite grade with permanent drainage structures	15.3	0.4	51.5		120.4	5.2	76.0		263.2	5.6
Gravel	730.5	33.4	76.3		470.7	38.8	90.9		1,368.4	72.2
Waterbound macadam	27.6	1.0	1.8		36.2	1.1			65.6	2.1
Surface-treated macadam	122.6	.2							122.6	.2
Bituminous macadam	47.2	3.2			.9		1.6		49.7	3.2
Bituminous concrete	27.9	5.5	1.6	1.6		.9			29.5	8.0
Portland cement concrete	1.0	.6							1.0	.6
Miscellaneous	54.6								54.6	
Total	1,362.5	44.3	131.2	1.6	628.2	46.0	11,718.6		13,840.5	91.9

The trunk lines form the main State system; the "State roads" are located practically entirely within the White Mountains.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

NEW JERSEY

Type	State and State-aid roads		County roads		Township roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	3.3	----------	48.1	----------	5,395.7	[1] 0.3	5,447.1	[1] 0.3
Partly graded and drained earth	7.3	----------	6.8	----------	2,140.1	5.5	2,154.2	5.5
Earth to definite grade with permanent drainage structures	1.3	4.7	4.7	----------	----------	----------	6.0	4.7
Sand-clay	----------	3.0	----------	----------	12.0	----------	12.0	----------
Gravel	163.1	.3	842.0	11.1	2,429.4	93.6	3,434.5	107.7
Waterbound macadam	57.6	----------	631.9	----------	420.8	18.8	1,110.3	19.1
Surface-treated macadam	148.1	4.7	333.7	----------	123.1	2.7	604.9	2.7
Bituminous macadam	23.8	13.2	122.9	4.1	46.1	9.1	192.8	17.9
Sheet asphalt	9.6	5.0	58.3	11.1	6.3	5.5	74.2	29.8
Bituminous concrete	150.4	79.9	517.9	37.0	46.5	1.5	714.8	43.5
Portland cement concrete	140.8	----------	85.9	15.7	11.5	----------	238.2	95.6
Brick	4.5	----------	8.4	----------	----------	----------	12.9	----------
Wood block	----------	1.5	2.1	----------	----------	----------	2.1	----------
Stone block	2.5	----------	36.8	4.7	----------	----------	39.3	6.2
Miscellaneous	----------	----------	.6	.6	22.5	2.7	23.1	3.3
Total	712.3	112.3	2,700.1	84.3	10,654.0	139.7	14,066.4	336.3

[1] New roads laid out but not improved.

NEW MEXICO

Type	State roads		County roads		Forest roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	4,549.5	----------	35,931.1	[1] 233.7	568.7	[1] 1.4	41,049.3	[1] 235.1
Partly graded and drained earth	1,912.9	274.6	296.6	413.3	----------	----------	2,209.5	687.9
Earth to definite grade with permanent drainage structures	146.2	100.0	138.5	----------	204.0	64.4	488.7	164.4
Sand-clay	88.8	----------	585.2	7.0	----------	----------	674.0	7.0
Gravel	862.7	299.4	206.9	55.4	31.0	11.0	1,100.6	365.8
Portland cement concrete	26.8	5.7	----------	----------	----------	----------	26.8	5.7
Total	7,586.9	679.7	37,158.3	709.4	803.7	76.8	45,548.9	1,465.9

[1] New roads laid out but not improved.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

NEW YORK

Type	State highway system [1]		Town roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Partly graded and drained earth			63,311.6		63,311.6	
Gravel	63.5		4,146.7	392.6	4,210.2	392.6
Waterbound macadam	307.6	18.5	5,116.0	791.8	5,423.6	810.3
Surface-treated macadam	2,271.3	105.8	1,328.6	15.5	3,599.9	121.3
Bituminous macadam	3,460.2	258.7	280.1	49.7	3,740.3	308.4
Sheet asphalt			1.1		1.1	
Bituminous concrete	139.9	9.5	18.2		158.1	9.5
Portland cement concrete	850.4	349.6	102.6	55.6	953.0	405.2
Brick	169.6	1.0	62.4		232.0	1.0
Wood block	.3				.3	
Stone block	2.1		1.6		3.7	
Miscellaneous	234.3	3.4	9.6		243.9	3.4
Total	7,499.2	746.5	74,378.5	1,305.2	81,877.7	2,051.7

[1] Includes only that portion of the State system as designated by law in 1921 which has been actually improved and taken over for State maintenance.

NORTH CAROLINA

Type	State roads		County roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	960.3		37,194.2	111.5	38,154.5	[1] 111.5
Partly graded and drained earth	1,520.9		11,673.2	[1] 770.7	13,194.1	770.7
Earth to definite grade with permanent drainage structures	100.0	31.0			100.0	31.0
Sand-clay	2,588.2	260.4	9,610.1	996.3	12,198.3	1,256.7
Gravel	605.6	102.7	2,726.3	567.3	3,331.9	670.0
Waterbound macadam	141.3	18.6	275.2	2.0	416.5	20.6
Surface-treated macadam	69.5	7.8	119.8	32.0	189.3	39.8
Bituminous macadam	89.6	9.7	35.0	3.0	124.6	12.7
Sheet asphalt	76.0	10.4	12.0		88.0	10.4
Bituminous concrete	186.5	55.6	20.6	11.6	207.1	67.2
Portland cement concrete	117.4	50.9	20.0	9.5	137.4	60.4
Brick	38.9		19.3	7.5	58.2	7.5
Stone block			.5		.5	
Miscellaneous	3.0	3.0	.5	.5	3.5	3.5
Total	6,497.2	550.1	61,706.7	2,511.9	68,203.9	3,062.0

[1] New roads laid out but not improved.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

NORTH DAKOTA

Type	State roads		County roads		Township roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	3,284.8	----------	633.5	[1] 50.0	62,576.6	[1] 1,650.7	66,494.9	[1] 1,709.7
Partly graded and drained earth	1,568.7	302.4	977.5	195.5	36,434.6	3,618.0	38,980.8	4,115.9
Earth to definite grade with permanent drainage structures	337.6	110.0	----------	----------	----------	----------	337.6	110.0
Sand-clay	14.0	4.0	----------	----------	----------	----------	14.0	4.0
Gravel	175.1	51.7	429.3	13.0	91.0	26.8	695.4	91.5
Portland cement concrete	.5	----------	----------	----------	----------	----------	.5	----------
Total	5,380.7	468.1	2,040.3	258.5	99,102.2	5,295.5	106,523.2	6,022.1

[1] New roads laid out but not improved.

OHIO

Type	State roads		County roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	1,039.3	[1] 4.9	28,328.9	[1] 6.0	29,368.2	[1] 10.9
Partly graded and drained earth	945.0	40.7	17,532.9	77.7	18,477.9	118.4
Earth to definite grade with permanent drainage structures	21.6	21.6	283.8	----------	305.4	21.6
Sand-clay	----------	----------	501.0	----------	501.0	----------
Gravel	1,746.6	31.8	13,184.1	452.0	14,930.7	483.8
Waterbound macadam	2,728.7	65.8	11,650.9	348.3	14,379.6	414.1
Surface-treated macadam	908.4	1.6	951.8	75.8	1,860.2	77.4
Bituminous macadam	801.6	135.6	516.5	60.1	1,318.1	195.7
Sheet asphalt	5.2	2.2	4.6	1.6	9.8	3.8
Bituminous concrete	155.7	56.9	25.2	11.7	180.9	68.6
Portland cement concrete	745.1	194.4	314.8	79.1	1,059.9	273.5
Brick	1,038.7	134.7	276.9	34.0	1,315.6	168.7
Miscellaneous	96.6	22.7	414.7	20.2	511.3	42.9
Total	10,232.5	712.9	73,986.1	1,166.5	84,218.6	1,879.4

[1] New roads laid out but not improved.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

OKLAHOMA

Type	State roads		County roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	5,814.7	----------	[1]85,967.6	----------	[1]91,782.3	----------
Partly graded and drained earth	7,386.1	1,103.5	30,633.3	1,771.6	38,019.4	2,875.1
Earth to definite grade with permanent drainage structures	1,000.0	300.0	1,000.0	200.0	2,000.0	500.0
Sand-clay	217.5	67.5	1,622.8	88.1	1,840.3	155.6
Gravel	222.8	142.8	268.1	57.4	490.9	200.2
Waterbound macadam	----------	----------	7.2	2.1	7.2	2.1
Surface-treated macadam	----------	----------	3.5	----------	3.5	----------
Bituminous macadam	----------	----------	1.5	----------	1.5	----------
Bituminous concrete	17.6	17.6	7.7	3.1	25.3	20.7
Portland cement concrete	29.8	29.4	51.9	19.0	81.7	48.4
Brick	----------	----------	1.4	1.0	1.4	1.0
Miscellaneous	----------	----------	9.0	5.0	9.0	5.0
Total	14,688.5	1,660.8	[1]119,574.0	2,147.3	[1]134,262.5	3,808.1

[1] Includes about 26,000 miles of section lines declared public highways by law but not generally used.

OREGON

Type	State roads		County roads		Forest roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	2,162.0	----------	19,504.0	[1]25.0	----------	----------	21,666.0	[1]25.0
Partly graded and drained earth	200.0	65.0	6,281.5	572.1	----------	----------	6,481.5	637.1
Earth to definite grade with permanent drainage structures	229.0	150.0	8,904.0	----------	144.0	54.5	9,277.0	204.5
Gravel	751.8	433.8	5,429.9	541.7	48.7	27.1	6,230.4	1,002.6
Waterbound macadam	----------	----------	817.5	87.8	22.2	22.2	839.7	110.0
Bituminous macadam	----------	----------	35.0	1.5	----------	----------	35.0	1.5
Bituminous concrete	566.8	124.8	179.6	21.8	----------	----------	746.4	146.6
Portland cement concrete	101.8	51.0	37.4	15.6	----------	----------	139.2	66.6
Brick	----------	----------	0.1	----------	----------	----------	0.1	----------
Wood block	----------	----------	0.4	----------	----------	----------	0.4	----------
Miscellaneous	----------	----------	59.0	6.0	----------	----------	59.0	6.0
Total	4,011.4	824.6	41,248.4	1,271.5	214.9	103.8	45,474.7	2,199.9

[1] New roads laid out but not improved.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

PENNSYLVANIA

Type	State and State-aid roads		County roads		Township roads		All rural roads	
	Total Jan. 1, 1922 [1]	Built 1921 [2]	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth					71,925.7		71,925.7	
Partly graded and drained earth	4,062.3				82.0	82.0	4,144.3	82.0
Earth to definite grade with permanent drainage structures	1,000.0						1,000.0	
Sand-clay					0.5	0.5	0.5	0.5
Gravel	321.8				72.6	72.6	394.4	72.6
Waterbound macadam			23.0		673.2	101.2	696.2	101.2
Surface-treated macadam	2,653.2	1.3	65.7				2,718.9	1.3
Bituminous macadam	186.3	13.4	13.0	5.3	4.2	4.2	203.5	22.9
Sheet asphalt	135.6	52.0			1.2	1.2	136.8	53.2
Bituminous concrete	173.3	19.3	319.8	46.0			483.1	65.3
Portland cement concrete	1,051.0	572.4	94.7	26.6	3.6	3.6	1,149.3	602.6
Brick	148.6	20.6	172.8	0.4	4.2	3.8	325.6	24.8
Stone block	1.3						1.3	
Miscellaneous	[3] 5.1				[4] 7,796.3		7,801.4	
Total	9,738.5	679.0	689.0	78.3	80,563.5	269.1	90,991.0	1,026.4

[1] Includes 419.8 miles of State-aid roads.
[2] Includes 95.2 miles of State-aid and 96.4 miles of county-aid roads.
[3] Bridges.
[4] Township roads on which some improvements of more or less indeterminate character have been made, mostly grading and graveling.

RHODE ISLAND

Type	State roads		Town roads		All rural roads	
	Total Jan. 1, 1922 [1]	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth			26.6		26.6	
Partly graded and drained earth			1,359.5		1,359.5	
Earth to definite grade with permanent drainage structures			134.4		134.4	
Gravel	2.4	2.4	142.2	32.0	144.6	34.4
Waterbound macadam			73.9		73.9	
Surface-treated macadam	155.3	1.6	102.2		257.5	1.6
Bituminous macadam	61.9	7.5	77.8	18.8	139.7	26.3
Sheet asphalt	1.6				1.6	
Bituminous concrete	121.6	25.3	5.6	1.5	127.2	26.8
Portland cement concrete	5.5	2.3	.8		6.3	2.3
Stone block			2.2	.1	2.2	.1
Total	348.3	39.1	1,925.2	52.4	2,273.5	91.5

[1] Includes only mileage actually constructed and taken over by State.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

SOUTH CAROLINA

Type	State roads		County roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	1,352.6		48,041.7		49,394.3	
Partly graded and drained earth	208.5	4.0	5,339.0	779.0	5,547.5	783.0
Sand-clay	1,407.5	718.9	4,425.5	1,127.5	5,833.0	1,846.4
Gravel	307.2	69.2	666.0	112.8	973.2	182.0
Waterbound macadam	.7		14.1		14.8	
Bituminous macadam	5.9				5.9	
Bituminous concrete	21.5	1.0			21.5	1.0
Portland cement concrete	54.5	31.1			54.5	31.1
Brick	1.0				1.0	
Stone block	3.8				3.8	
Total	3,363.2	824.2	58,486.3	2,019.3	61,849.5	2,843.5

SOUTH DAKOTA

Type	State roads		County roads		Township roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	1,189.4	[1] 39.8	4,479.9	[1] 111.5	78,807.1	[1] 1,945.1	84,476.4	[1] 2,096.4
Partly graded and drained earth	2,046.4	384.4	9,349.0	2,415.3	15,380.0	5,561.2	26,775.4	8,360.9
Earth to definite grade with permanent drainage structures	2,350.4	200.0	1,335.0				3,685.4	200.0
Sand-clay	8.5		14.0		3.4		25.9	
Gravel	330.5	163.7	128.8	81.1	58.5	35.5	517.8	280.3
Waterbound macadam	4.2	4.2					4.2	4.2
Total	5,929.4	792.1	15,306.7	2,607.9	94,249.0	7,541.8	115,485.1	10,941.8

[1] New roads laid out but not improved.

TENNESSEE

Type	State roads		County roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	569.3		39,768.5	[1] 173.5	40,337.8	[1] 173.5
Partly graded and drained earth	1,160.9	156.0	11,168.9	1,009.0	12,329.8	1,165.0
Gravel	942.6	29.7	4,363.4	254.4	5,306.0	284.1
Waterbound macadam	921.7	14.3	3,063.5	250.3	3,985.2	264.6
Surface-treated macadam	165.2		271.2	63.6	436.4	63.6
Bituminous macadam	59.8	59.8	2.0	1.0	61.8	60.8
Sheet asphalt			5.0		5.0	
Bituminous concrete	7.4	7.4	18.5	1.5	25.9	8.9
Portland cement concrete	21.6	13.4	14.3		35.9	13.4
Wood block			1.0		1.0	
Miscellaneous	20.4	20.4	0.8		21.2	20.4
Total	3,868.9	301.0	58,677.1	1,753.3	62,546.0	2,054.3

[1] New roads laid out but not improved.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

TEXAS

Type	State roads		County roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	1,991.0	[1] 10.2	89,084.2	[1] 298.9	91,075.2	[1] 309.1
Partly graded and drained earth	8,063.1	1,433.4	50,676.6	5,692.0	58,739.7	7,125.4
Earth to definite grade with permanent drainage structures	425.0	200.0	2,562.0	300.0	2,987.0	500.0
Sand-clay	589.4	185.4	2,174.0	379.8	2,763.4	565.2
Gravel	3,719.1	1,180.1	7,071.0	1,072.5	10,790.1	2,252.6
Waterbound macadam	97.5	11.5	241.7	25.8	339.2	37.3
Surface-treated macadam	285.2	47.7	88.9		374.1	47.7
Bituminous macadam	68.3	35.6	22.0	2.2	90.3	37.8
Sheet asphalt	25.0	13.9	18.4		43.4	13.9
Bituminous concrete	32.5	5.7	44.1	6.5	76.6	12.2
Portland cement concrete	138.7	84.4	11.9	4.3	150.6	88.7
Brick			3.0		3.0	
Miscellaneous	174.8	106.3	77.4	9.5	252.2	115.8
Total	15,609.6	3,314.2	152,075.2	7,791.5	167,684.8	11,105.7

[1] New roads laid out but not improved.

UTAH

Type	State roads		County roads		Forest roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	100.0		11,695.2	[1] 6.5	1,738.2		13,533.4	[1] 6.5
Partly graded and drained earth	1,279.9	44.3	3,366.5	668.4	113.0	19.8	4,759.4	732.5
Earth to definite grade with permanent drainage structures	888.0	50.0	1,120.0		202.0	20.0	2,210.0	70.0
Sand-clay			697.6	3.0			697.6	3.0
Gravel	400.9	71.7	1,230.1	127.0			1,631.0	198.7
Waterbound macadam			12.0	2.0			12.0	2.0
Surface-treated macadam			3.6	.8			3.6	.8
Bituminous macadam			7.2				7.2	
Sheet asphalt	1.7						1.7	
Bituminous concrete	21.4	2.6	17.7	3.0			39.1	5.6
Portland cement concrete	106.1	13.6	45.7	5.3			151.8	18.9
Total	2,798.0	182.2	18,195.6	816.0	2,053.2	39.8	23,046.8	1,038.0

[1] New roads laid out but not improved.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

VERMONT

Type	State roads		Town roads		All rural roads	
	Total, Jan. 1, 1922	Built, 1921	Total, Jan. 1, 1922	Built, 1921	Total, Jan. 1, 1922	Built, 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	304.0		5,060.0		5,364.0	
Partly graded and drained earth	852.0		3,181.0	60.5	4,033.0	60.5
Earth to definite grade with permanent drainage structures	1,181.3		554.0		1,735.3	
Gravel	1,905.2	128.5	1,613.0	77.4	3,518.2	205.9
Waterbound macadam	.7	.1			.7	.1
Bituminous macadam	12.6	2.6			12.6	2.6
Bituminous concrete	5.3				5.3	
Portland cement concrete	8.4	4.1			8.4	4.1
Total	4,269.5	135.3	10,408.0	137.9	14,677.5	273.2

VIRGINIA

Type	State roads		State-aid roads [1]		County roads		All rural roads	
	Total, Jan. 1, 1922	Built, 1921	Total, Jan. 1, 1922	Built, 1921	Total, Jan. 1, 1922	Built, 1921	Total, Jan. 1, 1922	Built, 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	1,420.6				46,368.0		47,788.6	
Partly graded and drained earth					3,859.2	118.8	3,859.2	118.8
Earth to definite grade with permanent drainage structures	72.7	3.8		64.5	100.0	64.5	172.7	68.3
Sand-clay	871.6	87.1		162.8	2,528.8	178.0	3,400.4	265.1
Gravel	345.6	31.5		40.1	993.7	59.1	1,339.3	90.6
Waterbound macadam	19.6			40.4	762.4	40.4	782.0	40.4
Surface-treated macadam	669.2	94.6		14.2	419.7	27.5	1,088.9	122.1
Bituminous macadam	147.6	51.9		2.0	129.2	44.2	276.8	96.1
Bituminous concrete	4.8						4.8	
Portland cement concrete	128.9	41.7		[2] 15.1	89.7	9.7	218.6	51.4
Brick	1.0						1.0	
Stone block	1.2						1.2	
Miscellaneous	147.0						147.0	
Total	3,829.8	310.6		339.1	55,250.7	542.2	59,080.5	852.8

[1] All State-aid mileage included in county roads.
[2] Located in part on State road system.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

WASHINGTON

Type	State roads		County roads		Forest roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	539.0		10,759.4	[1] 18.6			11,298.4	[1] 18.6
Partly graded and drained earth	592.6		10,000.0	270.5		22.4	10,592.6	292.9
Earth to definite grade with permanent drainage structures	314.1	64.6	11,502.3		47.0		11,863.4	64.6
Gravel	1,121.9	135.6	9,232.5	542.3	22.7	3.2	10,377.1	681.1
Waterbound macadam	74.0		95.4	13.2			169.4	13.2
Surface-treated macadam			13.4				13.4	
Bituminous macadam	53.2		55.0				108.2	
Sheet asphalt	1.4		18.2				19.6	
Bituminous concrete	44.9		183.3				228.2	
Portland cement concrete	310.6	70.2	609.7	91.3			920.3	161.5
Brick	7.3		43.2				50.5	
Miscellaneous			174.5	6.5			174.5	6.5
Total	3,059.0	270.4	42,686.9	942.4	69.7	25.6	45,815.6	1,238.4

[1] New roads laid out but not improved.

WEST VIRGINIA

Type	State roads		County roads		All rural roads	
	Total Jan. 1, 1922	Built 1921[1]	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	2,286.2		26,770.9	[2] 5.7	29,057.1	[2] 5.7
Partly graded and drained earth	95.2		4,153.9	221.9	4,249.1	221.9
Earth to definite grade with permanent drainage structures	300.0		200.0	75.0	500.0	75.0
Gravel	38.4		93.7	26.0	132.1	26.0
Waterbound macadam	41.2		398.7	11.6	439.9	11.6
Surface-treated macadam	50.2		52.2	43.9	102.4	43.9
Bituminous macadam	162.2		35.1	28.7	197.3	28.7
Bituminous concrete	49.6		7.7	6.0	57.3	6.0
Portland cement concrete	191.4		66.8	58.7	258.2	58.7
Brick	114.4		55.0	4.9	169.4	4.9
Miscellaneous	3.2		6.9	5.8	10.1	5.8
Total	3,332.0		31,640.9	488.2	35,172.9	488.2

[1] State road system was not selected until the close of 1921. [2] New roads laid out but not improved.

TABLE 11.—*Rural road mileage by types and highway systems as existing January 1, 1922, and mileage of each type built during 1921 in each State*—Continued

WISCONSIN

Type	State trunk lines		State aid and county roads		Township roads		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth			4,230.1	[1] 116.7	17,270.4	[1] 410.3	21,500.5	[1] 527.0
Partly graded and drained earth	1,635.3		3,535.3	1,007.4	23,353.1	3,013.9	28,523.7	4,021.3
Earth to definite grade with permanent drainage structures	820.0	477.1	2,520.0	250.0	5,600.0		8,940.0	727.1
Sand-clay	510.2	68.3	747.6	198.6	2,601.9	298.0	3,859.7	564.9
Gravel	3,144.1	590.7	3,931.5	763.6	5,911.0	940.6	12,986.6	2,294.9
Waterbound macadam	161.2	8.5	496.8	58.0	221.5	77.6	879.5	144.1
Surface-treated macadam	482.0	1.7	335.4				817.4	1.7
Bituminous macadam	39.2	22.3	13.1				52.3	22.3
Sheet asphalt	7.6						7.6	
Bituminous concrete			14.0				14.0	
Portland cement concrete	649.9	285.0	434.0	217.6	7.3	6.0	1,091.2	508.6
Brick	5.0	.1	1.1				6.1	.1
Total	7,454.5	1,453.7	16,258.9	2,611.9	54,965.2	4,746.4	78,678.6	8,812.0

[1] New roads laid out but not improved.

WYOMING

Type	State roads		County roads [1]		Forest roads [2]		All rural roads	
	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921	Total Jan. 1, 1922	Built 1921
	Miles	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*	*Miles*
Unimproved earth	762.0		38,592.4 19.2		1,226.1		39,373.6	
Partly graded and drained earth	1,720.0	511.4	4,679.4 120.1	844.2 .2	78.4		6,519.5	1,355.8
Earth to definite grade with permanent drainage structures	195.6	150.0			103.4	73.1	195.6	150.0
Gravel	235.5	137.2	21.3 156.3	19.9 .6			413.1	157.7
Waterbound macadam			11.6				11.6	
Bituminous concrete	1.3	1.3					1.3	1.3
Portland cement concrete	10.8	5.8	2.8	2.8			13.6	8.6
Total	2,925.2	805.7	43,295.9 307.2	866.9 .8	1,407.9	73.1	46,528.3	1,673.4

[1] Lower figures are roads in Yellowstone Park. [2] Forest roads included in State or county roads.

TABLE 12.—*Highway income and expenditures of States, counties and local communities for all rural highway purposes during 1921*

ALABAMA

INCOME	
County:	
Bonds	$1,878,316
Taxes	2,232,702
Miscellaneous	1,272,993
County total	5,384,011
State:	
Transfers from counties	187,084
Federal aid	477,590
Motor vehicle fees	893,136
Miscellaneous	38,292
State total	1,596,102
Duplication in county miscellaneous	410,546
Net total	1,185,556
Summary:	
Bonds	1,878,316
Taxes	2,419,786
Federal aid	477,590
Motor vehicle fees	893,136
Miscellaneous	900,739
Grand total	6,569,567

EXPENDITURES		
County:		
Road and bridge construction		$2,124,074
Road and bridge maintenance		1,476,733
Administration and engineering		121,342
		3,722,149
Payments on highway bonds	$111,918	
Interest on highway bonds	614,216	
Purchase and repair of machinery, equipment, etc	123,672	
		849,806
County total		4,571,955
State:		
Road and bridge construction		811,387
Road and bridge maintenance		11,332
Administration and engineering		89,134
		911,853
Purchase and repair of machinery, equipment, etc		124,027
State total		1,035,880
Summary:		
Construction and maintenance		4,423,526
Administration and engineering		210,476
All other items		973,833
Grand total		5,607,835

ARIZONA[1]

INCOME	
County:	
Bonds	$5,504,825
Taxes	1,549,758
Miscellaneous	146,545
County total	7,201,128
State:	
State road tax	884,443
Federal and forest aid	[2] 816,681
State appropriation	546,403
State prison fund	60,000
Motor vehicle fees	180,633
Refunds from counties	610,628
State total	3,098,788
Summary:	
Bonds	5,504,825
Taxes	2,434,201
Federal and forest aid	[1] 816,681
Motor vehicle fees	180,633
Miscellaneous	1,363,576
Grand total	10,299,916

EXPENDITURES		
County:		
Road and bridge construction		$6,169,902
Road and bridge maintenance		603,654
Administration and engineering		280,346
		7,053,902
Payments on highway bonds	$93,467	
Interest on highway bonds	[3] 350,206	
Purchase and repair of machinery, equipment, etc	202,428	
		646,101
County total		7,700,003
State:		
Road and bridge construction		2,311,014
Road and bridge maintenance		68,313
Administration		114,783
Engineering		95,108
		2,589,218
Payments on indebtedness	$137,421	
Purchase and repair of machinery, equipment, etc	221,843	
	359,264	
State total		2,948,482
Summary:		
Construction and maintenance		9,152,883
Administration and engineering		490,237
All other items		1,005,365
Grand total		10,648,485

[1] Gasoline tax approved March 17, 1921. State data for fiscal year ending June 30, 1921; county data for calendar year. Value of State-owned equipment and materials $3,000,000.
[2] Includes $36,916 Federal forest funds reported by counties.
[3] Does not include about $400,000 of interest charged against construction.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

ARKANSAS

INCOME	
County and district:	
County and district bonds	$16,060,289
County taxes	4,266,391
County share motor vehicle fees and gasoline tax	526,544
Miscellaneous	161,541
County and district total	$21,014,765
State:	
State share motor vehicle fees and gasoline tax	[1] 500,000
Federal aid	1,372,205
State total	1,872,205
Summary:	
Bonds	16,060,289
Taxes	4,266,391
Federal aid	1,372,205
Motor vehicle fees	856,544
Gasoline tax	170,000
Miscellaneous	161,541
Grand total	22,886,970

EXPENDITURES		
State and county:		
Road and bridge construction		$14,397,819
Road and bridge maintenance		3,196,665
Administration and engineering		1,279,374
		18,873,858
Interest and payment on highway bonds	[2] $1,857,208	
Purchase and repair of machinery, equipment, etc	479,948	
		2,337,156
State and county total		21,211,014

The work of the State highway department was practically limited to allocating State aid and Federal aid to counties and highway improvement districts, and a general inspection and approval of work before payments were made.

During 1921 the Federal-aid and State-aid work so supervised involved actual payments of approximately $7,000,000 The State payments for State aid were $288,384 and State expenditures for the State highway department, $55,000. All of this is included in above.

CALIFORNIA

INCOME	
County:	
Bonds	$17,896,539
Taxes	15,432,565
Miscellaneous	3,580,252
Motor-vehicle fees	2,434,800
County total	39,344,156
State:	
Bonds	5,122,000
Motor-vehicle fees	2,434,800
Federal aid	1,315,201
Federal forest allotment	1,218,153
Miscellaneous	257,585
State total	10,347,739
Summary:	
Bonds	23,018,539
Taxes	15,432,565
Federal and forest aid	2,533,354
Motor vehicle fees	4,869,600
Miscellaneous	3,837,837
Grand total	49,691,895

EXPENDITURES		
County:		
Road and bridge construction		$15,608,367
Road and bridge maintenance		8,819,765
Administration and engineering		1,127,740
		25,555,872
Payments on highway bonds	$1,101,720	
Interest on highway bonds	2,138,477	
Purchase and repair of machinery, equipment, etc	1,647,302	
		4,887,499
County total		30,443,371
State:		
Road construction		5,168,304
Bridge construction		142,518
Road and bridge maintenance		2,168,011
Administration		153,156
Engineering		236,695
Field engineering and advance surveys		291,643
		8,160,327
Interest on State highway bonds	[3] $1,568,000	
Principal on State highway bonds	400,000	
Purchase of machinery and equipment	346,228	
Repair of machinery and equipment	340,893	
		2,655,121
State total		10,815,448
Federal forest road:		
Construction		410,086
Administration and engineering		101,342
Machinery and equipment		52,725
Federal forest road total		564,153
Summary:		
Construction and maintenance		32,317,051
Administration and engineering		1,910,576
All other items		7,595,345
Grand total		41,822,972

[1] Distribution of motor-vehicle fees and gasoline tax approximate, as law was changed during course of year.

[2] The payments of interest on highway bonds in some districts were not recorded separately but were included with the expenditures for construction. The sum shown for payments on interest and principal is therefore too small and that for construction too large by an unknown amount.

[3] Interest on State highway bonds was assessed against counties prior to July 1, 1921.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

COLORADO

INCOME	
County:	
Taxes	$3,714,335
Motor vehicle fees	420,316
Gasoline tax	239,472
Federal forest funds	301,785
County total	4,675,908
State:	
Bonds	250,000
Taxes	1,479,774
Federal aid	1,191,584
Motor vehicle fees	400,000
Gasoline tax	320,000
Transfers from counties and miscellaneous	[1] 448,177
State total	4,089,535
Summary:	
Bonds	250,000
Taxes	5,545,743
Federal and forests aid	1,493,369
Motor vehicle fees	820,316
Gasoline tax	559,472
Miscellaneous	96,543
Grand total	8,765,443

EXPENDITURES		
County:		
Road and bridge construction		$2,107,921
Road and bridge maintenance		2,195,141
Engineering		90,271
		4,393,333
Interest on highway loan	$45,543	
Purchase and repair of machinery, equipment, etc	454,000	
		499,543
County total		[2] 4,892,876
State:		
Road and bridge construction		3,036,559
Road and bridge maintenance		455,914
Administration		118,057
Engineering		336,000
		3,946,530
Interest on bonds	$100,000	
Purchase and repair of machinery, equipment, etc	109,415	
		209,415
State total		[2] 4,155,945
Summary:		
Construction and maintenance		7,795,535
Administration and engineering		544,328
All other items		708,958
Grand total		9,048,821

CONNECTICUT

INCOME	
Towns:	
Bonds	$293,824
Appropriations, etc	2,339,208
Town total	2,633,032
State:	
State appropriation (one-half of biennial)	2,381,750
Federal aid	656,455
Motor vehicle fees	3,405,085
Refunds from towns and counties	514,854
Rental of equipment	103,278
Materials	78,011
Trolley companies, railroads, etc	84,376
Cement sacks	58,607
Miscellaneous refunds	30,179
State total	7,312,595
Summary:	
Bonds	293,824
Taxes	2,854,062
Federal aid	656,455
Motor vehicle fees	[3] 3,405,085
Miscellaneous	2,736,201
Grand total	9,945,627

EXPENDITURES	
Towns:	
Road construction	$585,108
Bridge construction	168,105
Road and bridge maintenance	1,616,032
Administration and engineering	47,663
	2,416,908
Purchase and repair of machinery, equipment, etc	30,959
Town total	2,447,867
State:	
State-aid road construction	883,967
Trunk-line road construction	2,063,407
Trunk-line reconstruction	186,676
Trunk-line bridge construction	488,930
State-aid road maintenance	287,844
Trunk-line road maintenance	1,752,774
Trunk-line bridge maintenance	70,418
State toll bridges and ferries	59,872
Administration	38,897
Engineering	165,064
State total	5,997,849
Summary:	
Construction and maintenance	8,163,133
Administration and engineering	251,624
All other items	30,959
Grand total	8,445,716

[1] Includes about $351,634 originally raised from county taxes.
[2] This includes national forest road work as follows: Construction $208,336; engineering $19,470. Of this construction $113,828 was on forest roads forming a part of the State highway system and $94,508 on forest roads forming a part of the county road system.
[3] Revenues from gasoline tax go into general State fund.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

DELAWARE

INCOME

County:	
Bonds	$935,304
Taxes	179,729
Miscellaneous	464,302
County total	1,579,335
State:	
Bonds	1,680,248
Appropriations	99,529
Federal aid	244,313
Motor vehicle fees	375,471
Transfers from counties (bonds)	542,224
Donations to State	938,516
Miscellaneous	27,682
State total	3,907,983
Summary:	
Bonds	3,157,776
Taxes	179,729
Federal aid	244,313
Motor vehicle fees	375,471
Miscellaneous	1,530,029
Grand total	5,487,318

EXPENDITURES

County:		
Road and bridge construction		$1,306,112
Road and bridge maintenance		491,368
Administration and engineering		96,506
		1,893,986
Payment on highway bonds	$20,000	
Interest on highway bonds	200,460	
Purchase ond repair of machinery, equipment, etc.	155,908	
		376,368
County total		2,270,354
State:		
Road construction		2,849,529
Bridge construction		260,595
Road and bridge maintenance		44,242
Engineering		90,062
Administration		54,408
Purchase of right of way		142,360
Advertising, etc		2,752
		3,443,948
Payments on highway bonds	$98,225	
Interest on highway bonds	146,903	
Traffic control	12,879	
Purchase and repair of machinery, equipment, etc.	63,328	
		321,335
State total		3,765,283
Summary:		
Construction and maintenance		5,096,958
Administration and engineering		240,976
All other items		697,703
Grand total		6,035,637

FLORIDA

INCOME

County:	
Bonds	$6,142,433
Taxes	3,320,670
Miscellaneous	276,013
County total	9,739,116
State:	
Taxes	643,373
Motor vehicle fees	671,535
Gasoline tax	228,056
Federal aid	490,308
Miscellaneous	167,534
State total	2,200,806
Summary:	
Bonds	6,142,433
Taxes	3,964,043
Motor vehicle fees	671,535
Gasoline tax	228,056
Federal aid	490,308
Miscellaneous	443,547
Grand total	11,939,922

EXPENDITURES

County:		
Road and bridge construction		$4,888,900
Road and bridge maintenance		1,186,339
Administration and engineering		89,904
		6,165,143
Payments on highway bonds	$394,571	
Interest on highway bonds	651,895	
Purchase and repair of machinery, equipment, etc.	273,247	
		1,319,713
County total		7,484,856
State:		
Road and bridge construction		1,398,524
Road and bridge maintenance		383,015
Administration		30,918
Engineering		159,949
		1,972,406
Purchase and repair of machinery, equipment, etc		130,871
State total		2,103,277
Summary:		
Construction and maintenance		7,856,778
Administration and engineering		280,771
All other items		1,450,584
Grand total		9,588,133

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

GEORGIA

INCOME	
County:	
Road and bridge bonds	$4,500,281
Taxes	7,358,512
Miscellaneous	12,251
County total	11,871,044
State:	
Motor vehicle fees	1,600,000
Federal-aid payments	3,610,524
Sales and rentals of machinery, equipment, etc	250,478
State total	[1] 5,461,002
Summary:	
Bonds	4,500,281
Taxes	7,358,512
Federal aid	3,610,524
Motor vehicle fees	1,600,000
Miscellaneous	262,729
Grand total	17,332,046

EXPENDITURES		
County:		
Road and bridge construction		$1,308,356
Road and bridge maintenance		2,636,099
Administration and engineering		304,505
		4,248,960
Interest on highway bonds	$766,754	
Principal on highway bonds	478,329	
Purchase and repair of machinery, equipment, etc	658,954	
		1,904,037
County total		6,152,997
State:		
Road and bridge construction		8,721,079
Road and bridge maintenance		217,081
Administration		206,302
Engineering		268,678
		9,413,119
Repair of machinery, equipment, etc		250,478
State total		[2] 9,663,597
Summary:		
Construction and maintenance		12,882,594
Administration and engineering		779,485
All other items		2,154,515
Grand total		15,816,594

IDAHO

INCOME	
County and district:	
Bonds	$4,221,802
Taxes	2,065,596
Miscellaneous	630,910
County and district total	6,918,308
State:	
Bonds	2,000,000
Taxes	463,295
Federal and forest aid	1,539,045
Motor vehicle fees	180,488
Transfers from counties and districts	1,934,269
Miscellaneous	78,038
State total	6,195,135
Summary:	
Bonds	6,221,802
Taxes	4,463,160
Federal and forest aid	1,539,045
Motor vehicle fees	811,398
Miscellaneous	78,038
Grand total	13,113,443

EXPENDITURES		
County:		
Road and bridge construction		$3,882,649
Road and bridge maintenance		1,313,170
Administration and engineering		182,503
		5,378,322
Payments on highway bonds	$178,743	
Interest on highway bonds	660,203	
Purchase and repair of machinery, equipment, etc	727,400	
		1,566,346
County total		6,944,668
State:		
Road construction		3,802,879
Bridge construction		577,833
Road maintenance		153,217
Bridge maintenance		1,243
Administration		44,202
		4,579,374
Payment on highway bonds	$12,000	
Interest on highway bonds	170,000	
Freight, surplus war materials, etc	101,341	
		283,341
State total		4,862,715
Summary:		
Construction and maintenance		9,730,991
Administration and engineering		226,705
All other items		1,849,687
Grand total		11,807,383

[1] Does not include approximately $4,200,000 of county funds used to match State and Federal aid.
[2] See also Fourth State Highway Report, pages 2, 28, 42a and 94.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

ILLINOIS

INCOME	
County:	
Bonds	$6,588,193
Taxes	18,115,139
Miscellaneous	3,130,272
County total	27,833,604
State:	
Bonds	4,709,478
Taxes	235,500
Federal aid	3,802,430
Motor vehicle fees	6,862,126
Rental of machinery, etc	221,646
State total	15,831,180
Summary:	
Bonds	11,297,671
Taxes	18,350,639
Federal aid	3,802,430
Motor vehicle fees	6,862,126
Miscellaneous	3,351,918
Grand total	43,664,784

EXPENDITURES		
County:		
Road and bridge construction		$8,563,316
Road and bridge maintenance		12,033,500
Administration and engineering		496,281
		21,093,097
Payments on highway bonds	$1,531,291	
Interest on highway bonds	448,426	
Purchase and repair of machinery, equipment, etc	853,304	
		2,833,021
County total		23,926,118
State:		
Road and bridge construction		13,172,154
State-aid road and bridge construction		115,105
Road and bridge maintenance		358,658
Administration and engineering		1,019,583
		14,665,500
Machinery and equipment	$308,557	
Payment to counties for State-aid work	719,273	
		1,027,830
State total		15,693,330
Summary:		
Construction and maintenance		34,242,733
Administration and engineering		1,515,864
All other items		3,860,851
Grand total		39,619,448

INDIANA

INCOME	
County and township:	
Bonds	$28,709,037
Taxes	20,589,236
Miscellaneous	1,793,669
County and township total	51,091,942
State:	
Property taxes	2,213,184
Inheritance tax	652,597
Federal aid	1,446,623
Motor vehicle fees	2,305,312
Miscellaneous	97,956
State total	6,715,672
Summary:	
Bonds	28,709,037
Taxes	23,455,017
Federal aid	1,446,623
Motor vehicle fees	2,305,312
Miscellaneous	1,891,625
Grand total	57,807,614

EXPENDITURES		
County and township:		
Road and bridge construction		$24,378,304
Road and bridge maintenance		10,395,415
Administration and engineering		1,001,804
		35,775,523
Interest and payments on highway bonds	$10,360,184	
Purchase and repair of machinery, equipment, etc	256,580	
		10,616,764
County and township total		46,392,287
State:		
Road construction		2,827,774
Bridge construction		400,364
Road and bridge maintenance		4,336,976
Administration		39,816
Engineering		195,039
		7,799,969
Purchase and repair of machinery, equipment, etc	$307,502	
Purchase of right of way	2,574	
		310,076
State total		8,110,045
Summary:		
Construction and maintenance		42,338,833
Administration and engineering		1,236,659
All other items		10,926,840
Grand total		54,502,332

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

IOWA

INCOME	
County:	
Road bonds	$3,009,975
Bridge bonds	3,217,894
Taxes	14,878,638
County and township total	21,106,507
State:	
County-State primary road bonds	3,179,000
Assessment certificates	1,521,435
Motor vehicle fees	7,211,922
Federal aid	4,308,079
Miscellaneous	664,839
State total	16,885,275
Summary:	
Bonds	9,406,869
Taxes	14,878,638
Motor vehicle fees	7,211,922
Federal aid	4,308,079
Miscellaneous	2,186,274
Grand total	37,991,782

EXPENDITURES		
County:		
Road and bridge construction		$10,551,111
Road and bridge maintenance		8,339,410
Administration and engineering		582,956
		19,473,477
Miscellaneous		[1] 1,575,305
County, total		21,048,782
State:		
Road construction		14,279,500
Bridge construction		1,253,582
Road maintenance		2,095,322
Bridge maintenance		8,044
Administration and engineering		549,903
		18,186,351
Purchase and repair of machinery, equipment, etc		89,420
State total		18,275,771
Summary:		
Construction and maintenance		36,526,969
Administration and engineering		1,132,859
All other items		1,664,725
Grand total		39,324,553

KANSAS

INCOME	
State and county:	
Bonds	$7,476,611
Taxes	12,315,864
Motor vehicle fees	[2] 1,354,095
Federal aid	[2] 1,601,565
Miscellaneous	639,485
Grand total	23,387,620

EXPENDITURES		
State and county:		
Road and bridge construction		$16,068,282
Road and bridge maintenance		4,715,845
County administration and engineering		403,865
State administration and engineering		57,609
		21,245,601
Payments on highway bonds	$337,426	
Interest on highway bonds	277,901	
Purchase and repair of machinery, equipment, etc	809,179	
		1,424,506
State and county total		22,670,107
Summary:		
Construction and maintenance		20,784,127
Administration and engineering		461,474
All other items		1,424,506
Grand total		22,670,107

[1] Includes cost of right of way, railroad crossings, gravel pits, channel changes, etc., but does not include payments of approximately $1,000,000 interest and $750,000 principal on the various classes of highway indebtedness.

[2] For period Oct. 1, 1920, to Oct. 1, 1921.

NOTE.—All road work in Kansas is done by counties and townships. The State highway department is largely limited to allocating Federal aid and the necessary inspection and supervision in connection therewith.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

KENTUCKY

INCOME	
County:	
Bonds	$485,000
Taxes	4,081,499
Miscellaneous	2,056,499
County total	6,622,998
State:	
Taxes	689,392
Transfers from counties	609,923
Federal aid	1,482,066
Motor vehicle fees	1,685,769
Gasoline tax	438,116
State total	4,905,266
Summary:	
Bonds	485,000
Taxes	5,380,814
Federal aid	1,482,066
Motor vehicle fees	1,685,769
Gas tax	438,116
Miscellaneous	2,056,499
Grand total	11,528,264

EXPENDITURES		
County:		
Road and bridge construction		$2,901,894
Road and bridge maintenance		3,334,182
Administration and engineering		201,808
		6,437,884
Payments on highway bonds	$125,207	
Interest on highway bonds	[1] 152,704	
Purchase and repair of machinery, equipment, etc	149,918	
		427,829
County total		6,865,713
State:		
Road and bridge construction		4,720,594
Road and bridge maintenance		332,760
Engineering		136,583
Administration		55,339
		5,245,276
State-aid debt paid to counties		[2] 511,674
State total		5,756,950
Summary:		
Construction and maintenance		11,289,430
Administration and engineering		393,730
All other items		939,503
Grand total		12,622,663

LOUISIANA

INCOME	
Parish:	
Bonds	$15,147,507
Taxes	4,054,173
Motor vehicle fees	346,515
Miscellaneous	1,257,972
Parish total	20,806,167
State:	
Bonds, Chef Menteur Highway	684,479
Taxes	182,911
Federal aid	1,424,114
Motor vehicle fees	106,761
Miscellaneous	26,484
State total	2,424,749
Summary:	
Bonds	15,831,986
Taxes	4,237,084
Federal aid	1,424,114
Motor vehicle fees	453,276
Miscellaneous	1,284,456
Grand total	23,230,916

EXPENDITURES		
Parish:		
Road and bridge construction		$5,337,659
Road and bridge maintenance		875,883
Administration and engineering		200,420
		6,413,962
Payments on highway bonds	$808,315	
Interest on highway bonds	1,268,767	
Purchase and repair of machinery, equipment, etc	183,917	
		2,260,999
Parish total		8,674,961
State:		
State-Federal-aid construction		[3] 4,961,181
State-aid construction		180,730
Administration		93,074
		5,234,985
Payments on highway bonds	$72,685	
Interest on highway bonds	34,076	
Purchase and repair of machinery, equipment, etc	5,296	
		112,057
State total		5,347,042
Summary:		
Construction and maintenance		11,355,453
Administration and engineering		293,494
All other items		2,373,056
Grand total		14,022,003

[1] Approximately $150,000 interest payments included in cost of construction.
[2] Payments to counties for obligations incurred previous to 1921.
[3] Includes engineering and inspection.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

MAINE

INCOME	
Town:	
Bonds	$49,387
Taxes	721,273
Appropriations, etc	1,443,055
Town total	2,213,715
State:	
Bonds	1,717,573
Taxes	637,403
Transfers from towns	921,046
Appropriation	300,000
Federal aid	852,192
Motor vehicle fees	1,004,750
Miscellaneous	244,161
State total	5,677,125
Summary:	
Bonds	1,766,960
Taxes	2,279,722
Federal aid	852,192
Motor vehicle fees	1,004,750
Miscellaneous	1,987,216
Grand total	7,890,840

EXPENDITURES		
County:		
Road and bridge construction		$897,240
Road and bridge maintenance		375,622
Administration and engineering		9,546
		1,282,408
Payments on highway bonds	$4,218	
Interest on highway bonds	5,878	
Purchase and repair of machinery, equipment, etc	37,816	
		47,912
County total		1,330,320
State:	State roads.	State-aid roads
Road construction	$2,799,105	$1,503,327
Bridge construction		592,738
Road maintenance	479,535	386,175
Bridge maintenance		9,706
		2,491,946
Total outside of cities	3,278,640	3,278,640
		5,770,586
Road construction	375,664	163,961
Bridge construction		250,519
Road maintenance		55,804
Bridge maintenance		1,500
		471,784
Total within cities	375,664	375,664
		874,448
General administration		[1] 63,518
		6,681,552
Traffic control	114,245	
Payments on highway bonds	119,000	
Interest on highway bonds	213,090	
Purchase and repair of machinery, equipment, etc	243,704	
		690,039
State total		7,371,591
Summary:		
Construction and maintenance		7,890,896
Engineering and administration		73,064
All other items		737,951
Grand total		8,701,911

[1] Engineering included in construction and maintenance.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

MARYLAND

INCOME

County:	
Bonds	$1,075,549
Taxes	2,717,185
Miscellaneous	190,135
County total	3,982,869
State:	
Bonds	2,448,750
Transfers from counties	1,781,127
Federal aid	850,000
Motor vehicle fees	1,600,000
Miscellaneous	63,214
State total	6,743,091
Summary:	
Bonds	3,524,299
Taxes	4,498,312
Federal aid	850,000
Motor-vehicle fees	1,600,000
Miscellaneous	253,349
Grand total	10,725,960

EXPENDITURES

County:		
Road and bridge construction		$706,597
Road and bridge maintenance		1,664,638
Engineering		10,828
		2,382,063
Payments on highway bonds	$73,961	
Interest on highway bonds	133,454	
Purchase and repair of machinery, equipment, etc	92,231	
		299,646
County total		2,681,709
State:		
Road construction		4,736,500
Bridge construction		80,483
Road and bridge maintenance		1,659,715
		6,476,698
Administration	[1] $34,895	
Engineering	[1] 151,229	
Payments on highway bonds	542,000	
Interest on highway bonds	580,137	
Purchase and repair of machinery, equipment, etc	17,592	
		1,139,729
State total		7,616,427
Summary:		
Construction and maintenance		8,661,809
Administration and engineering		196,952
All other items		1,439,375
Grand total		10,298,136

MASSACHUSETTS

INCOME

County and town:	
Bonds	$2,953,651
Taxes	8,521,919
Miscellaneous	194,339
County and town, total	11,669,909
State:	
Road loan	381,362
Tax (assessments)	617,897
Appropriations	901,294
Federal aid	661,594
Motor vehicle fees	5,023,963
Miscellaneous	13,250
State, total	7,599,160
Summary:	
Bonds	3,335,013
Taxes	9,139,616
Federal aid	661,594
Motor vehicle fees	5,023,963
Miscellaneous	1,108,883
Grand total	19,269,069

EXPENDITURES

County and town:		
Road and bridge construction		$4,734,669
Road and bridge maintenance		6,850,226
Administration and engineering		44,963
		11,629,858
Purchase and repair of machinery, equipment, etc		41,550
County and town, total		11,671,408
State:		
Road and bridge construction		3,562,131
Road maintenance		1,211,724
Bridge maintenance		24,118
State-aid construction		765,304
State-aid maintenance		232,481
Administration		60,880
Engineering		711,614
		6,568,252
Payments on highway bonds	$582,500	
Interest on highway bonds	318,794	
Purchase and repair of machinery, equipment, etc	394,677	
		1,295,971
State, total		7,864,223
Summary:		
Construction and maintenance		17,380,653
Administration and engineering		817,458
All other items		1,337,520
Grand total		19,535,631

[1] Included in "Road construction" and "Road maintenance."

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

MICHIGAN

INCOME	
County and township:	
Bonds	$15,221,626
Taxes	16,852,278
Motor vehicle fees	3,897,963
Miscellaneous	6,328,551
County and township, total	42,300,418
State:	
Highway bonds	5,448,000
Taxes	1,314,282
Motor vehicle fees	3,897,963
Federal aid	599,854
Transfers from counties and townships	2,062,059
Interest and miscellaneous	39,781
State, total	13,361,939
Summary:	
Bonds	20,669,626
Taxes	20,228,619
Motor vehicle fees	7,795,926
Federal aid	599,854
Miscellaneous	6,368,332
Grand total	55,662,357

EXPENDITURES		
County and township:		
Road and bridge construction		$21,542,166
Road and bridge maintenance		10,216,670
Administration and engineering		1,326,847
		33,085,683
Payments on highway bonds	$2,356,450	
Interest on highway bonds	1,658,246	
Purchase and repair of machinery, equipment, etc	1,727,896	
		5,742,592
County and township, total		38,828,275
State:		
Trunk-line construction		9,713,318
Trunk-line maintenance		1,494,046
Trunk-line bridge construction		568,870
Trunk-line bridge maintenance		62,730
Trunk-line rewards		1,182,273
Construction rewards		1,744,155
Maintenance rewards		271,168
Administration rewards		286,427
Engineering		540,342
		15,863,329
Payments on highway bonds	$565,514	
Interest on highway bonds	283,914	
Purchase and repair of machinery, equipment, etc	31,586	
		881,014
State, total		16,744,343
Summary:		
Construction and maintenance		46,795,396
Administration and engineering		2,153,616
All other items		6,623,606
Grand total		55,572,618

NOTE.—State income for fiscal year ending June 30, 1921, except motor vehicle fees which are for 1922.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

MINNESOTA

INCOME	
County and township:	
County bonds	$8,731,150
County taxes	11,377,773
Township taxes, etc	7,856,595
County miscellaneous	2,095,777
County and township total	30,061,295
State:	
Taxes	1,657,800
Federal aid	2,986,920
Motor vehicle fees	5,616,114
Miscellaneous	35,796
State total	10,296,630
Summary:	
Bonds	8,731,150
Taxes	20,892,168
Motor vehicle fees	5,616,114
Federal aid	2,986,920
Miscellaneous	2,131,573
Grand total	40,357,925

EXPENDITURES		
Township:		
Road and bridge work		$8,463,551
County:		
Road and bridge construction		14,552,840
Road and bridge maintenance		4,507,431
Administration and engineering		840,755
		[1] 28,364,577
Payments on highway bonds	$855,868	
Interest on highway bonds	778,790	
Purchase and repair of machinery, equipment, etc	1,300,306	
		2,934,964
Township and county total		31,299,541
State:		
Trunk-line construction		3,001,921
State-aid construction		1,297,742
Trunk-line maintenance		2,224,228
State-aid maintenance		505,034
Administration		68,579
		7,097,504
Purchase of machinery and equipment	$274,086	
Repair of machinery—freight, etc	108,429	
		382,515
State total		7,480,019
Summary:		
Construction and maintenance		34,552,747
Administration and engineering		909,334
All other items		3,317,479
Grand total		38,779,560

MISSISSIPPI

INCOME	
County and district:	
County and district bonds	$14,741,678
County taxes	8,078,082
County miscellaneous	477,803
County and district total	23,297,563
State:	
Appropriation	100,000
Federal aid	1,636,366
Motor vehicle fees	704,988
State total	2,441,354
Summary:	
Bonds	14,741,678
Taxes	8,078,082
Federal aid	1,636,366
Motor vehicle fees	704,988
Miscellaneous	577,803
Grand total	25,738,917

EXPENDITURES		
County:		
Road and bridge construction		$9,655,000
Road and bridge maintenance		3,659,108
Administration and engineering		175,893
		13,490,001
Payments on highway bonds	$1,031,942	
Interest on highway bonds	2,019,891	
Purchase and repair of machinery, equipment, etc	266,455	
		3,318,288
County total		16,808,289
State:		
Federal and State-aid construction		3,232,000
Administration and engineering		268,000
State total		3,500,000
Summary:		
Construction and maintenance		16,546,108
Administration and engineering		443,893
All other items		3,318,288
Grand total		20,308,289

[1] Includes $8,463,551 for township road and bridge work.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

MISSOURI

INCOME

County and district:	
Bonds	$3,426,420
Taxes	4,999,628
Miscellaneous	3,084,477
County and district total	11,510,525
State:	
Corporation tax	107,738
Stamp tax	32,820
Federal aid	2,304,790
Motor vehicle fees	2,505,354
Miscellaneous refunds	33,748
State total	4,984,450
Summary:	
Bonds	3,426,420
Taxes	5,140,186
Federal aid	2,304,790
Motor vehicle fees	2,505,354
Miscellaneous	3,118,225
Grand total	16,494,975

EXPENDITURES

County and district:		
Road and bridge construction		$4,595,654
Road and bridge maintenance		5,461,213
Administration and engineering		451,418
		10,518,285
Principal and interest on highway bonds	$886,770	
Purchase and repair of machinery, equipment, etc.	5,809	
		892,579
County and district total		11,400,864
State:		
Construction		3,992,652
To counties for road dragging		161,422
Administration and engineering		186,747
Preliminary surveys		121,146
		4,461,967
Purchase and repair of machinery, equipment, etc		264,828
State total		4,726,795
Summary:		
Construction and maintenance		14,049,519
Administration and engineering		759,311
All other items		1,318,829
Grand total		16,127,659

MONTANA

INCOME

County:	
Bonds	$3,330,829
Taxes	2,392,404
Motor vehicle fees	273,075
Miscellaneous	100,503
County total	6,096,811
State:	
Receipts from counties	1,279,788
Federal aid	2,041,172
Motor vehicle fees	273,075
Rental of equipment	319,471
Miscellaneous oil royalty	21,584
State total	3,935,090
Summary:	
Bonds	3,330,829
Taxes	2,392,404
Federal aid	2,041,172
Motor vehicle fees	546,150
Miscellaneous	1,721,346
Grand total	10,031,901

EXPENDITURES

County:		
Road and bridge construction		$3,574,600
Road and bridge maintenance		1,505,405
Administration and engineering		231,890
		5,311,895
Payments on highway bonds	$711,352	
Interest on highway bonds	394,889	
Purchase and repair of machinery, equipment, etc	324,651	
		1,430,892
County total		6,742,787
State:		
Construction		3,044,529
Maintenance		4,392
Administration		125,590
Construction engineering		212,689
Maintenance engineering		78,089
		3,465,289
Purchase and repair of machinery, equipment, etc		175,172
State total		3,640,461
Summary:		
Construction and maintenance		8,128,926
Administration and engineering		648,167
All other items		1,606,064
Grand total		10,383,157

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

NEBRASKA

INCOME	
County:	
Bonds	$2,242,484
Taxes	4,976,955
Motor vehicle fees	705,279
Miscellaneous	686,290
County total	8,611,008
State:	
Road tax	1,296,053
Bridge tax	175,000
Motor vehicle fees	2,114,721
Federal aid	1,200,000
Miscellaneous	50,000
State total	4,835,774
Summary:	
Bonds	2,242,484
Taxes	6,448,008
Motor vehicle fees	2,820,000
Federal aid	1,200,000
Miscellaneous	736,290
Grand total	13,446,782

EXPENDITURES		
County, township, and district:		
Road and bridge construction		$3,735,000
Road and bridge maintenance		1,562,844
Administration and engineering		19,888
		5,317,732
Payments on highway bonds	$105,053	
Interest on highway bonds	61,425	
Purchase and repair of machinery, equipment, etc	207,625	
		374,103
County, etc., total		5,691,835
State:		
Road construction		2,381,375
Bridge construction		175,000
Road and bridge maintenance		2,114,722
Administration and engineering		164,677
State total		4,835,774
Summary:		
Construction and maintenance		9,968,941
Administration and engineering		184,565
All other items		374,103
Grand total		10,527,609

NEVADA

INCOME	
County:	
Taxes	$444,477
Miscellaneous	99,595
County total	544,072
State:	
Highway bonds	325,000
County-State highway bonds	[1] 250,000
Tax	203,962
Transfers from counties	189,977
Federal and forest aid	566,591
Motor vehicle fees	97,200
Donations to State	10,040
Tolls	11,999
Rental of equipment	80,192
Miscellaneous	12,311
State total	1,747,272
Summary:	
Bonds	575,000
Taxes	648,439
Federal and forest aid	566,591
Motor vehicle fees	97,200
Miscellaneous	404,114
Grand total	2,291,344

EXPENDITURES		
County:		
Road and bridge construction		$205,644
Road and bridge maintenance		224,515
Engineering		6,855
		437,014
Payments on highway bonds	$8,000	
Interest on highway bonds	1,930	
Purchase and repair of machinery, equipment, etc	74,502	
		84,432
County total		521,446
State:		
Construction		1,099,021
Maintenance		33,601
Administration		66,035
Engineering		43,018
		1,241,675
Payments on highway bonds	$100,000	
Interest on highway bonds	29,127	
Purchase of machinery and equipment	93,403	
Repair of machinery and equipment	125,301	
		347,831
State total		1,589,506
Summary:		
Construction and maintenance		1,562,781
Administration and engineering		115,908
All other items		432,263
Grand total		2,110,952

[1] $50,000 for Clark County and $200,000 for Washoe County.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

NEW HAMPSHIRE

INCOME	
Town:	
Bonds	$107,316
Taxes	1,231,877
Miscellaneous	890
Town total	1,340,083
State:	
Appropriations	355,000
Federal aid	240,782
Motor vehicle fees	790,118
Town and city funds to State	1,156,405
State total	2,542,305
Summary:	
Bonds	107,316
Taxes	1,231,877
Federal aid	240,782
Motor vehicle fees	790,118
Miscellaneous	1,512,295
Grand total	3,882,388

EXPENDITURES		
Towns:		
Road and bridge construction		[1] $211,208
Road and bridge maintenance		1,109,878
		1,321,086
Purchase and repair of machinery, equipment, etc		18,106
Town total		1,339,192
State:		
Road construction		[2] 886,268
Bridge construction		[2] 151,143
Road and bridge maintenance		[2] 1,181,607
Administration		16,158
		2,235,176
Payment on highway bonds	$75,000	
Interest on highway bonds	10,500	
Purchase and repair of machinery, equipment, etc.	39,553	
		125,053
State total		2,360,229
Summary:		
Construction and maintenance		3,540,104
Administration		16,158
All other items		143,159
Grand total		3,699,421

[1] Includes about $15,000 bond interest and principal payments

[2] Distributed as follows:

	State roads	State-aid roads	Trunk lines
Road construction	$27,625	$312,842	$545,801
Bridge construction		19,678	131,465
Maintenance	66,219	271,254	844,134
Total	93,844	603,774	1,521,400

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

NEW JERSEY

INCOME	
County and township:	
Bonds	$7,483,444
Taxes	5,172,898
Miscellaneous	688,352
County and township total	13,044,694
State:	
Road tax	3,569,726
State-aid appropriation	500,000
Federal aid	509,372
Motor vehicle fees	4,029,971
Miscellaneous	4,071
State total	8,613,140
Summary:	
Bonds	7,183,444
Taxes	8,742,624
Motor vehicle fees	4,029,971
Federal aid	509,372
Miscellaneous	1,192,423
Grand total	21,657,834

EXPENDITURES		
County and township:		
Road and bridge construction		$7,529,280
Road and bridge maintenance		2,768,036
Administration and engineering		262,316
		10,559,632
Payments on highway bonds	$816,265	
Interest on highway bonds	944,855	
Purchase and repair of machinery, equipment, etc	167,084	
		1,928,204
County and township total		12,487,836
State:		
Road construction		5,496,204
Bridge construction		329,266
Road maintenance		1,776,692
Bridge maintenance		269,755
State-aid road construction		2,282,873
State-aid road maintenance		3,843,015
State-aid to townships		210,000
Administration		208,905
Engineering		479,842
Purchase of right of way		126,184
		15,022,736
Purchase of toll road	$70,000	
Purchase of machinery	198,886	
Expense, motor vehicle department	299,420	
Repair of machinery, equipment, etc	17,192	
		585,498
State total		15,608,234
Summary:		
Construction and maintenance		24,631,305
Administration and engineering		951,063
All other items		2,513,702
Grand total		28,096,070

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

NEW MEXICO

INCOME	
County:	
Road and bridge taxes	$614,220
County total	614,220
State:	
Bonds	830,000
Taxes	1,090,115
County road tax to State	546,343
Special district taxes to State	176,531
Federal and forest aid	1,093,208
Motor vehicle fees	188,593
Gasoline tax	333,288
Miscellaneous	24,369
State total	4,282,447
Summary:	
Bonds	830,000
Taxes	2,427,209
Federal and forest aid	1,093,208
Motor vehicle fees	188,593
Gasoline tax	333,288
Miscellaneous	24,369
Grand total	4,896,667

EXPENDITURES		
County:		
Road and bridge construction		$297,954
Road and bridge maintenance		196,198
Administration and engineering		28,537
		522,689
Payments on highway bonds	$11,629	
Interest on highway bonds	1,112	
Purchase and repair of machinery, equipment, etc	10,913	
		23,654
County total		546,343
State:		
Construction		2,161,214
Maintenance		314,104
Construction special district roads		176,765
Administration		[1] 83,130
		2,735,213
Payments on highway bonds	$848,000	
Interest on highway bonds	28,800	
Purchase and repair of machinery, equipment, etc	87,372	
Miscellaneous	13,277	
		977,449
State total		3,712,662
Summary:		
Construction and maintenance		3,146,235
Administration and engineering		111,667
All other items		1,001,103
Grand total		4,259,005

NEW YORK

INCOME	
Town:	
Taxes, etc	$19,575,155
State aid to towns	2,321,266
Town total	21,896,421
State:	
Highway bonds	18,355,231
Appropriations	[2] 19,213,981
Federal aid	2,398,461
Transfers from counties	4,212,083
Transfers from cities and villages	704,074
Town and village taxes (State roads)	416,861
Miscellaneous	162,218
State total	45,462,909
Summary:	
Bonds	18,355,231
Taxes	[3] 36,300,000
Federal aid	2,398,461
Motor vehicle fees	[3] 9,000,000
Miscellaneous	1,305,638
Grand total	67,359,330

EXPENDITURES		
Town:		
Road and bridge construction		$12,185,000
Road and bridge maintenance		5,426,789
		17,611,789
Purchase and repair of machinery, equipment, snow removal, etc		[4] 2,556,235
Town total		20,168,024
State:		
Road and bridge construction		19,546,171
Road and bridge maintenance		8,604,342
Administration		310,616
Engineering, construction		1,560,966
Engineering, maintenance		474,370
		30,496,465
Payments on highway bonds	$2,669,991	
Interest on highway bonds	3,441,278	
Purchase and repair of machinery, equipment, etc	247,453	
		6,358,722
State total		36,855,187
Summary:		
Construction and maintenance		45,764,102
Engineering and administration		2,345,952
All other items		8,914,957
Grand total		57,025,011

[1] State engineering amounting to about 5.4 per cent, or $140,000, included in construction.
[2] Includes State's share of motor vehicle fees.
[3] Approximate.
[4] Includes $991,441 for town machinery and equipment, $93,099 for snow removal, and $1,471,695 for interest and principal on highway bonds and other miscellaneous items.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

NORTH CAROLINA

INCOME

County and township:	
Bonds	$9,656,824
Taxes	8,357,346
Miscellaneous	1,093,457
County and township total	19,107,627
State:	
Highway bonds	7,983,710
Federal aid	2,674,070
Motor vehicle fees	2,322,630
Gasoline tax	506,019
Transfers from counties	247,569
State total	13,733,998
Summary:	
Bonds	17,640,534
Taxes	8,357,346
Federal aid	2,674,070
Motor vehicle fees	2,322,630
Gasoline tax	506,019
Miscellaneous	1,341,026
Grand total	32,841,625

EXPENDITURES

County and township:		
Road and bridge construction		$6,098,829
Road and bridge maintenance		3,087,432
Administration and engineering		579,370
		9,765,631
Payments on highway bonds	$1,301,128	
Interest on highway bonds	1,907,207	
Purchase and repair of machinery, equipment, etc	1,249,937	
		4,458,272
County and township total		14,223,903
State:		
Construction		[1] 10,635,602
Maintenance		[1] 2,902,005
Administration		202,887
		13,740,494
Interest on highway bonds	$497,630	
Purchase of toll road	56,007	
Trucks and cars	458,114	
Purchase and repair of machinery, equipment, etc	347,552	
		1,359,303
State total		15,099,792
Summary:		
Construction and maintenance		22,723,868
Administration and engineering		782,257
All other items		5,817,575
Grand total		29,323,700

NORTH DAKOTA

INCOME

County and township:	
Township taxes	$2,350,007
County taxes	2,999,245
County and township total	5,349,252
State:	
Appropriations	362,938
Motor vehicle fees	418,525
Federal aid	584,685
State total	1,366,148
Summary:	
Taxes	5,349,252
Federal aid	584,685
Motor vehicle fees	418,525
Miscellaneous	362,938
Grand total	6,715,400

EXPENDITURES

Township:		
Road and bridge work		$2,277,198
County:		
Road and bridge construction		2,667,802
Road and bridge maintenance		1,168,103
Administration and engineering		70,363
		6,183,466
Purchase and repair of machinery, equipment, etc		33,762
County and township total		6,217,228
State:		
State-aid road construction		121,640
Bridge construction		462,345
State-aid maintenance		209,263
Administration		99,816
Engineering		94,034
		987,098
Purchase and repair of machinery, equipment, etc		42,905
State total		1,030,003
Summary:		
Construction and maintenance		6,906,351
Engineering and administration		264,213
All other items		76,667
Grand total		7,247,231

[1] Includes engineering.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

OHIO

INCOME

County and township:	
Bonds	$32,869,752
County taxes	20,790,782
Township taxes	6,008,426
Motor vehicle fees, county share	3,456,355
County and township miscellaneous	[1] 6,477,709
County and township total	69,603,024
State:	
Taxes	5,469,133
Motor vehicle fees	3,588,396
Federal aid	3,595,383
Miscellaneous	19,732
State total	12,672,644
Summary:	
Bonds	32,869,752
Taxes	32,268,341
Motor vehicle fees	7,044,751
Federal aid	3,595,383
Miscellaneous	6,497,441
Grand total	82,275,668

EXPENDITURES

County and township:		
Road and bridge construction		$32,544,803
Road and bridge maintenance		15,508,100
Administration and engineering		1,599,667
		49,652,570
Payments on highway bonds	$6,620,476	
Interest on highway bonds	4,181,831	
Purchase and repair of machinery, equipment, etc	577,650	
		11,379,957
County and township total		61,032,527
State:		
Road construction		9,583,526
Bridge construction		827,414
Road maintenance		4,200,921
Bridge maintenance		71,131
Administration		167,671
Engineering		300,522
Surveys		154,607
		15,305,792
Purchase and repair of machinery, equipment, etc		241,668
State total		15,547,460
Summary:		
Construction and maintenance		62,735,895
Administration and engineering		2,213,498
All other items		11,630,594
Grand total		76,579,987

OKLAHOMA

INCOME

County and township:	
Bonds	$5,273,327
Taxes	5,135,454
Miscellaneous	287,107
County and township total	10,695,888
State:	
One-fourth-mill tax	440,244
Motor vehicle fees	2,263,006
Federal aid	2,345,354
Transfers from counties and townships	3,772,423
State total	8,821,027
Summary:	
Bonds	5,273,327
Taxes	9,348,121
Federal aid	2,345,354
Motor vehicle fees	2,263,006
Miscellaneous	287,107
Grand total	19,516,915

EXPENDITURES

County and township:		
Road and bridge construction		$4,676,380
Road and bridge maintenance		3,576,748
Administration and engineering		454,330
		8,707,458
Payments on highway bonds	$295,323	
Interest on highway bonds	453,090	
Purchase and repair of machinery, equipment, etc	449,151	
		1,197,564
County and township total		9,905,022
State:		
Road and bridge construction		4,391,869
Administration		200,000
Engineering		183,000
State total		4,774,869
Summary:		
Construction and maintenance		12,644,997
Administration and engineering		837,330
All other items		1,197,564
Grand total		14,679,891

[1] Consists almost entirely of assessments against abutting property and transfers from various funds.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

OREGON

INCOME	
County:	
Bonds	$2,950,673
Taxes	5,250,360
Motor vehicle fees	555,000
Miscellaneous	2,063,894
County total	10,819,927
State:	
Bonds	10,957,359
Federal aid	2,181,957
State tax, market roads	1,009,686
Motor vehicle fees	1,629,275
Gasoline tax	948,509
Transfers, counties and railroads	651,088
Miscellaneous	335,023
State total	[1] 17,712,897
Summary:	
Bonds	13,908,032
Taxes	6,260,046
Federal aid	2,181,957
Motor vehicle fees	2,184,275
Gasoline tax	948,509
Miscellaneous	3,050,005
Grand total	28,532,824

EXPENDITURES		
County:		
Road and bridge construction		$7,333,668
Road and bridge maintenance		1,221,581
Administration and engineering		430,101
		8,985,350
Payments on highway bonds	$167,956	
Interest on highway bonds	343,159	
Purchase and repair of machinery, equipment, etc	226,627	
		737,742
County total		9,723,092
State:		
Construction		11,272,783
Post-road construction		4,689,441
Forest-road construction		418,098
Maintenance		534,522
Engineering (surveys, etc.)		151,749
Administration		229,889
		17,296,482
Interest on highway bonds	$981,677	
Road signs	9,987	
Purchase and repair of machinery, equipment, etc	30,830	
Total	1,022,494	
Credits	73,155	
		949,339
State total		[2] 18,245,821
Summary:		
Construction and maintenance		25,648,066
Administration and engineering		659,990
All other items		1,660,857
Grand total		27,968,913

[1] Income as originally reported on form which nearly corresponds with their printed report.
[2] All State expenditures taken from page 105 of the Fifth Biennial Report, Oregon State Highway Commission.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

PENNSYLVANIA

INCOME	
Township:	
Bonds	$4,509,488
Taxes	11,546,834
Miscellaneous	[1] 1,179,779
Township total	17,236,101
County:	
Bonds	2,721,535
Taxes	3,184,353
Miscellaneous	685,338
County total	6,591,226
State:	
Highway bonds	26,773,560
Highway appropriations	12,120,000
Motor vehicle fees	9,310,447
Federal aid	4,533,682
Miscellaneous	249,738
Transfers from counties, townships, etc	2,473,515
State total	55,460,942
Summary:	
Bonds	34,004,583
Taxes	14,731,187
Federal aid	4,533,682
Motor vehicle fees	[2] 9,310,447
Miscellaneous	16,708,370
Grand total	79,288,269

EXPENDITURES		
County and township:		
Road and bridge construction		$10,180,468
Road and bridge maintenance		9,080,058
Administration and engineering		552,584
		19,813,110
Interest and payment on highway bonds	$4,294,296	
Purchase and repair of machinery, equipment, etc	2,230,291	
		6,524,587
County and township total		[3] 26,337,697
State:		
Road construction		29,440,629
Bridge construction		344,400
State-aid construction (county share)		4,993,266
Maintenance		8,652,984
Administration		1,629,887
Engineering		1,106,522
County map and route surveys		17,130
		46,184,818
Interest on highway bonds	$1,474,440	
Purchase of turnpikes	148,759	
Purchase of supplies	245,362	
Purchase and repair of machinery, equipment, etc	915,521	
Traffic control	42,956	
		2,827,038
State total		49,011,856
Summary:		
Construction and maintenance		62,691,805
Administration and engineering		3,288,993
All other items		9,368,755
Grand total		75,349,553

[1] Includes $451,779, township rewards from State.
[2] Gasoline tax not in effect until Sept. 1, 1921; total receipts $835,326, none of which was available for highways until 1922.
[3] Of this total $18,362,532 consisted of expenditures by the townships.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

RHODE ISLAND

INCOME	
Town:	
Appropriations	$567,576
Town total	567,576
State:	
Bridge bonds	286,160
Tax, (0.3 mills)	299,291
Appropriations	912,730
Motor vehicle fees	777,587
Federal aid	358,374
Donations	100,000
Motor vehicle fines	17,289
Rental of equipment	5,000
State total	2,756,431
Summary:	
Bonds	286,160
Taxes	866,867
Federal aid	358,374
Motor vehicle fees	777,587
Miscellaneous	1,035,019
Grand total	3,324,007

EXPENDITURES		
Towns:		
Road and bridge construction and maintenance		$607,726
Purchase and repair of machinery, equipment, etc		8,000
Town total		615,726
State:		
Road construction		1,277,214
Bridge construction		143,873
Road maintenance		429,429
Bridge maintenance		10,328
Administration		13,500
Engineering		99,142
		1,973,486
Payment on highway bonds	$38,680	
Interest on highway bonds	96,020	
Rental of equipment	7,000	
Purchase of machinery and equipment	32,041	
Repair of machinery and equipment	65,281	
		239,022
State total		2,212,508
Summary:		
Construction and maintenance		2,468,570
Administration and engineering		112,642
All other items		247,022
Grand total		2,828,234

SOUTH CAROLINA

INCOME	
County:	
Bonds	$8,146,630
Taxes	[1] 2,539,915
Miscellaneous	166,306
County total	10,852,851
State:	
Appropriation	130,085
Federal aid	1,359,453
Motor vehicle fees	692,663
Transfers from counties	[1] 1,772,188
Miscellaneous	16,547
State total	3,970,936
Summary:	
Bonds	8,146,630
Taxes	3,749,525
Federal aid	1,359,453
Motor vehicle fees	692,663
Miscellaneous	312,938
Grand total	14,261,209

EXPENDITURES		
County:		
Road and bridge construction		$3,795,000
Road and bridge maintenance		987,375
Administration and engineering		331,998
		5,114,373
Payments on highway bonds	$96,203	
Interest on highway bonds	[2] 58,210	
Purchase and repair of machinery, equipment, etc	839,337	
		993,750
County total		6,108,123
State:		
Road construction		2,908,878
Bridge construction		576,431
Road and bridge maintenance		271,914
Administration		40,209
Engineering		131,814
		3,929,246
Purchase and repair of machinery, equipment, etc		11,912
State total		3,941,158
Summary:		
Construction and maintenance		8,539,598
Administration and engineering		504,021
All other items		1,005,662
Grand total		10,049,281

[1] Includes $562,578 county bonds which were transferred to State to meet Federal aid.
[2] Does not include approximately $450,000 of bond interest charged against "miscellaneous expenditures" and included with "Purchase and repair of machinery equipment, etc."

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

SOUTH DAKOTA

INCOME	
County and township:	
Township taxes	$2,852,534
County taxes	6,331,625
County miscellaneous	410,067
County motor-vehicle fees	648,528
County and township total	10,242,754
State:	
Highway bonds	3,007,644
Tax (one-tenth mill)	195,325
Federal aid	1,650,130
Revolving fund	105,771
Miscellaneous	46,608
State total	5,005,478
Summary:	
Bonds	3,007,644
Taxes	9,379,484
Federal aid	1,650,130
Motor-vehicle fees	648,528
Miscellaneous	562,446
Grand total	15,248,232

EXPENDITURES		
Township:		
Road and bridge work		$2,850,367
County:		
Road and bridge construction		[1] 4,086,713
Road and bridge maintenance		2,108,645
		6,195,358
Payments on highway bonds and warrants	$102,408	
Interest on highway bonds and warrants	303,144	
		405,552
County and township total		[2] 9,451,277
State:		
Construction and maintenance		3,919,584
Administration		210,468
Engineering		165,530
Purchase of pipes and culverts		76,448
		4,372,030
Interest on highway bonds	$31,250	
Purchase, and repair of machinery equipment, etc	334,410	
		365,660
State total		4,737,690
Summary:		
Construction and maintenance		12,848,284
Administration and engineering		[3] 356,484
All other items		984,199
Grand total		14,188,967

TENNESSEE

INCOME	
County:	
Bonds	$7,359,603
Taxes	3,518,634
Miscellaneous	556,836
County total	11,435,073
State:	
Taxes	758,150
Motor-vehicle fees	1,386,378
Federal aid	1,685,453
County bond funds transferred to State	1,086,750
Miscellaneous	92,132
State total	5,008,863
Summary:	
Bonds	8,446,353
Taxes	4,276,784
Motor vehicle fees	1,386,378
Federal aid	1,685,453
Miscellaneous	648,968
Grand total	16,443,936

EXPENDITURES		
County:		
Road and bridge construction		$3,355,000
Road and bridge maintenance		1,889,441
Administration and engineering		212,246
		5,456,687
Payments on highway bonds	[4] $169,512	
Interest on highway bonds	[4] 481,142	
Purchase and repair of machinery, equipment, etc	262,205	
		912,859
County total		6,369,546
State:		
Construction		4,805,059
Maintenance		825,849
Administration and engineering		511,538
		6,142,446
Purchase and repair of machinery, equipment, etc		185,455
State total		6,327,901
Summary:		
Construction and maintenance		10,875,349
Administration and engineering		723,784
All other items		1,098,314
Grand total		12,697,447

[1] Includes county administration and engineering amounting to approximately $117,025.
[2] Includes township road work amounting to $2,850,367.
[3] State administration and engineering on State roads; engineering work for counties amounting to $19,514, included under "All other items."
[4] Complete data as to payments of principal and interest not available. Total payments for principal and interest on highway bonds are estimated to have amounted to approximately $2,000,000.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

TEXAS

INCOME	
County:	
Bonds	$44,962,149
Taxes	13,610,393
Motor vehicle fees	1,852,562
Miscellaneous	4,550,630
County total	64,975,734
State:	
Motor vehicle fees	1,901,577
Federal aid	5,788,048
Refunds from counties, etc	204,000
State total	7,893,625
Summary:	
Bonds	44,962,149
Taxes	13,610,393
Federal aid	5,788,048
Motor vehicle fees	3,754,139
Miscellaneous	4,754,630
Grand total	72,869,359

EXPENDITURES		
County:		
Road and bridge construction		$13,691,076
Road and bridge maintenance		12,133,177
Administration and engineering		1,710,528
		27,534,781
Payments on highway bonds and warrants	$4,265,235	
Interest on highway bonds and warrants	3,926,584	
Purchase and repair of machinery, equipment, etc	1,405,671	
		9,597,490
County total		37,132,271
State:		
Construction		16,500,000
Administration and office engineering		160,000
		16,660,000
Purchase and repair of machinery, equipment, etc		115,000
State total		16,775,000
Summary:		
Construction and maintenance		42,324,253
Administration and engineering		1,870,528
All other items		9,712,490
Grand total		53,907,271
Work on State highway system:		
Construction by State		16,500,000
Construction by counties		4,904,724
Maintenance by counties		2,603,750
		24,008,474
Work on county highway systems:		
Construction		8,786,352
Maintenance		9,519,427
		18,305,779

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

UTAH

INCOME	
County:	
Bonds	$1,280,932
Taxes	1,611,758
Miscellaneous	180,785
County total	3,073,475
State:	
State road bonds	[1] 1,214,648
State road tax in counties	810,065
Federal and forest aid	862,712
Motor vehicle fees	478,474
Miscellaneous	120,992
State total	3,486,891
Summary	
Bonds	2,495,580
Taxes	2,421,823
Federal and forest aid	862,712
Motor vehicle fees	478,474
Miscellaneous	301,777
Grand total	6,560,366

EXPENDITURES		
County:		
Road and bridge construction		$997,027
Road and bridge maintenance		397,935
Administration and engineering		37,774
		1,432,736
Interest and payment on highway bonds	$205,475	
Purchase and repair of machinery, equipment, etc	145,188	
		350,663
County total		1,783,399
State:		
Road construction		2,181,617
Bridge construction and maintenance		116,591
Road maintenance		273,204
Forest road work		284,320
Administration		42,831
Engineering		56,813
		2,955,376
Interest and payment on highway bonds	$405,000	
Purchase and repair of machinery, equipment, etc	30,939	
		435,939
State total		3,391,315
Summary:		
Construction and maintenance		4,250,694
Engineering and administration		137,418
All other items		786,602
Grand total		5,174,714

VERMONT

INCOME	
State and town:	
Town bonds	$100,472
Town taxes	917,194
State tax (5 per cent)	138,747
Motor vehicle fees	627,588
Federal aid	135,289
State appropriation	224,063
State and town total	2,143,353
Summary:	
Bonds	100,472
Taxes	1,055,941
Motor vehicles	627,588
Federal aid	135,289
Miscellaneous	224,063
Grand total	2,143,353

EXPENDITURES	
Town:	
Road construction	$106,196
Road maintenance	1,092,998
Town total	1,199,194
State:	
Road construction	799,775
Bridge construction	142,776
General administration	8,739
State, total	951,290
Summary:	
Construction and maintenance	2,141,745
General administration	8,739
Grand total	2,150,484

[1] State also received $155,791 of county bonds for construction of State roads.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

VIRGINIA

INCOME	
County:	
Bonds	$5,519,711
Taxes	4,313,339
Miscellaneous	944,945
County total	10,777,995
State:	
State road tax	1,374,381
Road appropriation	[1] 1,525,810
Convict labor appropriation	320,500
Miscellaneous refunds and transfers	842,001
Federal aid	980,806
Motor vehicle fees	1,926,624
Miscellaneous	84,026
State total	7,054,148
Summary:	
Bonds	5,519,711
Taxes	5,687,720
Federal aid	980,806
Motor vehicle fees	1,926,624
Miscellaneous	[2] 3,717,282
Grand total	17,832,143

EXPENDITURES		
County:		
Road and bridge construction		[3] $3,595,583
Road and bridge maintenance		3,314,068
Administration and engineering		208,446
		7,118,097
Payment on highway bonds	$529,621	
Interest on highway bonds	572,349	
Purchase and repair of machinery, equipment, etc	151,078	
		1,253,048
County total		8,371,145
State:		
Road construction		4,435,124
Bridge construction		223,779
Resurfacing		542,351
Maintenance		1,189,490
Administration and engineering		563,036
Field engineering		160,467
State total		7,114,247
Summary:		
Construction and maintenance		13,300,395
Administration and engineering		931,949
All other items		1,253,048
Grand total		15,485,392

WASHINGTON

INCOME	
County and district:	
County bonds	$4,914,339
County and district taxes	8,933,472
Miscellaneous	1,789,415
County and district total	15,637,226
State:	
Taxes	3,005,211
Motor vehicle fees	3,375,600
Gasoline tax	500,000
Federal and forest aid	537,794
Transfers from counties	779,388
Miscellaneous	25,000
State total	8,222,993
Summary:	
Bonds	4,914,339
Taxes	12,718,071
Federal and forest aid	537,794
Motor vehicle fees	3,375,600
Gasoline tax	500,000
Miscellaneous	1,814,415
Grand total	23,860,219

EXPENDITURES		
County:		
Road and bridge construction		$9,614,337
Road and bridge maintenance		1,563,037
Administration and engineering		315,013
		11,492,387
Payments on highway bonds	$1,064,110	
Interest on highway bonds	945,569	
Purchase and repair of machinery, equipment, etc	766,576	
		2,776,255
County total		14,268,642
State:		
Construction, "State Roads"		6,069,675
Construction, "Permanent Highways"		1,386,157
Maintenance, "State Roads"		1,450,000
Construction, forest roads		274,500
Maintenance, "Permanent Highways"		371,933
Administration		75,079
Engineering		342,743
State total		9,970,087
Summary:		
Construction and maintenance		20,729,639
Administration and engineering		732,835
All other items		2,776,255
Grand total		24,238,729

[1] Of this, $865,904 was distributed to counties as State aid.
[2] Includes $1,846,310 of State appropriations.
[3] Includes $865,904 of State-aid funds to which counties must have added at least as much.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

WEST VIRGINIA

INCOME

County:	
Bonds	$3,775,066
Taxes	5,418,257
Miscellaneous (State aid, etc.)	1,503,152
County total	10,696,475
State:	
Highway bonds	[1] 15,000,000
Motor vehicle fees	1,938,000
Federal aid	1,057,652
State total	17,995,652
Summary:	
Bonds	18,775,066
Taxes	5,418,257
Motor vehicle fees	1,938,000
Federal aid	1,057,652
Miscellaneous	48,500
Grand total	27,237,475

EXPENDITURES

County:		
Road and bridge construction		$5,565,000
Road and bridge maintenance		1,426,626
Administration and engineering		325,987
		7,317.613
Payments on highway bonds	$326,307	
Interest on highway bonds	[2] 352,925	
Purchase and repair of machinery, equipment, etc	185,857	
		865,089
County total		8,182,702
State:		
Road and bridge construction		1,275,613
State-aid construction		433,758
Administration		63,000
Engineering		105,000
State total		1,877,371
Summary:		
Construction and maintenance		8,700,997
Administration and engineering		493,987
All other items		865,089
Grand total		10,060,073

WISCONSIN

INCOME

County and township:	
County bonds	$8,004,232
County taxes	9,247,790
County miscellaneous	4,731,955
Township taxes, etc	8,267,869
County and township total	30,251,846
State:	
Tax	1,700,000
Appropriation	885,000
Motor vehicle fees	2,627,122
Federal aid	2,443,597
Transfers from counties	3,023,016
Rentals, machinery and equipment	450,836
Reimbursements for engineering	319,864
Miscellaneous	27,320
State total	11,476,755
Summary:	
Bonds	8,004,232
Taxes	22,238,675
Federal aid	2,443,597
Motor vehicle fees	3,424,146
Miscellaneous	5,617,951
Grand total	41,728,601

EXPENDITURES

Township:		
Road and bridge work		$7,401,032
County:		
Road and bridge construction		12,653,827
Road and bridge maintenance		6,488,944
Administration and engineering		418,046
		19,560,817
Payments on highway-way bonds	$644,410	
Interest on highway bonds	295,178	
Purchase and repair of machinery, equipment etc	1,395,455	
		2,335,043
County total		21,895,860
County and township total		29,296,892
State:		
Construction, trunk lines		8,524,708
Construction, State-aid		660,131
		9,184,839
Maintenance, trunk lines	$2,318,027	
Administration	164,127	
Engineering	319,864	
		11,986,857
Purchase and repair of machinery, equipment, etc		430,019
State total		12,416,876
Summary:		
Construction and maintenance		38,046,669
Administration and engineering		902,037
All other items		2,765,062
Grand total		41,713,768

[1] State highway bonds sold late in year.
[2] Data incomplete. Total payments, approximately $950,000.

TABLE 12.—*Highway income and expenditures of States, counties, and local communities for all rural highway purposes during 1921*—Continued

WYOMING

INCOME	
County:	
Taxes, etc	$1,853,463
County total	1,853,463
State:	
Bonds	700,000
Taxes	106,200
Federal aid	999,079
Federal forest funds	215,185
Motor vehicle fees	290,000
Oil royalties	284,409
State appropriations	200,000
Donations	234,306
From counties for rental of equipment	125,189
Miscellaneous	296,548
State total	3,450,916
Federal, Yellowstone Park	104,500
Summary:	
Bonds	700,000
Taxes	1,959,663
Federal funds	1,318,764
Motor vehicle fees	290,000
Miscellaneous	1,140,452
Grand total	5,408,879

EXPENDITURES		
County:		
Road and bridge construction		$643,009
Road and bridge maintenance		280,718
Administration and engineering		41,021
		964,748
Purchase and repair of machinery, equipment, etc		59,887
County total		1,024,635
State:		
Construction		2,326,052
Maintenance		326,203
Administration		115,588
Engineering		57,771
		2,825,614
Payments on highway bonds	$290,000	
Interest on highway bonds	106,200	
Purchase and repair of machinery, equipment, etc	224,050	
		620,250
State total		3,445,864
Construction and maintenance Yellowstone Park		117,564
Federal forest road construction		110,772
Federal forest road maintenance		6,049
Federal forest road engineering		20,528
Forest roads total		137,349
Summary:		
Construction and maintenance		3,810,367
Administration and engineering		234,903
All other items		680,137
Grand total		4,725,412

TABLE 13.—*Showing highway expenditures per square mile of area, per mile of rural road, per capita, and miles of rural road per square mile of land area*

States	Total expenditures, 1921, for all rural highway purposes	Total land area	Expenditure per square mile of area	Total mileage of rural road, 1921	Expenditure per mile of road	Population, 1920 census	Expenditure per capita	Mileage of road per square mile of land area
		Sq. miles		*Miles*				*Miles*
Alabama	$5,607,835	51,279	$109.35	58,410	$96.00	2,348,174	$2.39	1.14
Arizona	10,648,485	113,810	93.56	21,227	501.65	334,162	31.87	.19
Arkansas	21,211,014	52,525	403.83	74,866	283.32	1,752,204	12.11	1.43
California	41,822,972	155,652	268.70	75,889	551.11	3,426,861	12.20	.49
Colorado	9,048,821	103,658	87.29	48,143	187.96	939,629	6.63	.46
Connecticut	8,445,716	4,820	1,752.22	12,152	695.01	1,380,631	6.12	2.52
Delaware	6,035,637	1,965	3,071.57	3,933	1,534.61	223,003	27.07	2.00
Florida	9,588,133	54,861	174.77	27,643	346.86	968,470	9.90	.50
Georgia	15,816,594	58,725	270.10	94,912	167.12	2,895,832	5.48	1.62
Idaho	11,807,383	83,354	141.65	31,099	379.67	431,866	27.34	.37
Illinois	39,619,448	56,043	706.65	96,326	411.31	6,485,280	6.11	1.72
Indiana	54,502,332	36,045	1,512.06	76,246	714.82	2,930,390	18.60	2.12
Iowa	39,324,553	55,586	707.45	104,082	377.82	2,404,021	16.36	1.87
Kansas	22,670,107	81,774	277.23	128,552	176.35	1,769,257	12.81	1.57
Kentucky	12,622,663	40,181	314.14	68,704	183.73	2,416,630	5.22	1.71
Louisiana	14,022,003	45,409	308.79	39,803	352.29	1,798,509	7.80	.87
Maine	8,701,911	29,895	291.08	21,483	405.06	768,014	11.33	.72
Maryland	10,298,136	9,941	1,035.93	14,772	697.14	1,449,661	7.10	1.49
Massachusetts	19,535,631	8,039	2,430.10	18,868	1,035.38	3,852,356	5.07	2.34
Michigan	55,572,618	57,480	966.82	77,283	719.08	3,668,412	15.15	1.34
Minnesota	38,779,560	80,858	479.60	107,103	362.08	2,387,125	16.25	1.32
Mississippi	20,308,289	46,362	438.04	53,085	382.56	1,790,618	11.34	1.14
Missouri	16,127,659	68,727	234.66	111,521	144.62	3,404,055	4.74	1.62
Montana	10,383,157	146,201	710.20	64,732	160.40	548,889	18.92	.44
Nebraska	10,527,609	476,808	137.06	86,556	121.63	1,296,372	8.12	1.13
Nevada	2,110,952	109,821	19.22	26,057	81.01	77,407	27.27	.24
New Hampshire	3,699,421	9,031	409.63	13,841	267.28	443,083	8.35	1.53
New Jersey	28,096,070	7,514	3,725.77	14,066	1,998.15	3,155,900	8.90	1.87
New Mexico	4,259,005	122,503	34.77	45,549	93.50	360,350	11.82	.37
New York	57,025,011	47,654	1,196.65	81,878	696.36	10,385,227	5.49	1.72
North Carolina	29,323,700	48,740	601.64	68,204	429.94	2,559,123	11.46	1.40
North Dakota	7,247,231	70,183	103.26	106,523	68.03	646,872	11.20	1.52

TABLE 13.—*Showing highway expenditures per square mile of area, per mile of rural road, per capita, and miles of rural road per square mile of land area*—Contd.

States	Total expenditures, 1921, for all rural highway purposes	Total land area	Expenditure per square mile of area	Total mileage of rural road, 1921	Expenditure per mile of road	Population, 1920 census	Expenditure per capita	Mileage of road per square mile of land area
		Sq. miles		*Miles*				*Miles*
Ohio	$76,579,987	40,740	$1,879.72	84,219	$909.30	5,759,394	$13.30	2.07
Oklahoma	14,679,891	69,414	211.48	134,262	108.53	2,028,283	7.24	1.93
Oregon	27,968,913	95,607	292.54	45,475	615.04	783,389	35.70	.48
Pennsylvania	75,349,553	44,832	1,680.71	90,991	828.10	8,720,017	8.64	2.03
Rhode Island	2,828,234	1,067	2,650.64	2,274	1,243.73	604,397	4.68	2.13
South Carolina	10,049,281	30,495	329.54	61,849	162.48	1,683,724	5.97	2.03
South Dakota	14,188,967	76,868	184.59	115,485	122.86	636,547	22.29	1.50
Tennessee	12,697,447	41,687	304.59	62,546	203.01	2,337,885	5.43	1.50
Texas	53,907,271	262,398	205.44	167,685	321.48	4,663,228	11.56	.64
Utah	5,174,714	82,184	62.96	23,047	224.53	449,396	11.51	.28
Vermont	2,150,484	9,124	235.69	14,677	146.52	352,428	6.10	1.61
Virginia	15,485,392	40,262	384.62	59,080	262.11	2,309,187	6.71	1.47
Washington	24,238,729	66,836	362.66	45,816	529.04	1,356,621	17.87	.69
West Virginia	10,060,073	24,022	418.79	35,173	286.02	1,463,701	6.87	1.46
Wisconsin	41,713,768	55,256	754.92	78,679	530.18	2,632,067	15.85	1.42
Wyoming	4,725,412	97,594	48.42	46,528	101.56	194,402	24.31	.48
Totals and averages	1,036,587,772	2,973,830	348.57	2,941,294	352.43	105,273,049	9.85	.99

TABLE 14.—*Total income for all rural highway purposes. Consolidated data for all States, counties, townships, and districts for the years 1904, 1914, and 1921*

States	Total revenue applied to roads and bridges		
	1921	1914	1904
Alabama	$6,569,567	$3,949,019.00	$1,576,434.27
Arizona	10,299,916	982,721.22	109,309.43
Arkansas	22,886,970	1,522,696.20	1,395,342.80
California	49,691,895	19,171,984.66	2,157,396.36
Colorado	8,765,443	1,937,546.23	707,223.63
Connecticut	9,945,627	3,640,962.75	1,195,125.01
Delaware	5,487,318	511,628.00	90,802.88
Florida	11,939,922	2,280,255.09	577,577.10
Georgia	17,332,046	3,688,172.25	2,080,872.33
Idaho	13,113,443	1,371,468.59	311,588.00
Illinois	43,664,784	8,734,712.77	4,210,950.23
Indiana	57,807,614	14,233,985.93	4,335,108.00
Iowa	37,991,782	10,187,507.32	3,106,607.50
Kansas	23,387,620	5,544,048.00	1,232,817.45
Kentucky	11,528,264	2,474,621.00	2,148,689.03
Louisiana	23,230,916	1,777,572.12	951,872.86
Maine	7,890,840	2,642,006.79	1,472,393.70
Maryland	10,725,960	6,000,652.03	873,470.50
Massachusetts	19,269,069	6,091,875.30	2,871,222.47
Michigan	55,662,357	9,261,998.00	3,179,787.88
Minnesota	40,357,925	6,458,940.07	1,961,629.24
Mississippi	25,738,917	3,960,377.00	1,675,485.45
Missouri	16,494,975	5,513,048.71	2,368,972.79
Montana	10,031,901	2,888,400.61	404,097.81
Nebraska	13,446,782	1,796,277.69	878,547.40
Nevada	2,291,344	245,013.65	46,875.85
New Hampshire	3,882,388	1,590,464.11	872,606.35
New Jersey	21,657,834	7,208,287.08	3,274,811.25
New Mexico	4,896,667	556,398.82	165,651.56
New York	67,359,330	23,231,964.02	5,692,514.82
North Carolina	32,841,625	5,215,490.78	1,358,687.00
North Dakota	6,715,400	2,402,383.52	550,340.72
Ohio	82,275,668	14,334,245.98	5,706,083.61
Oklahoma	19,516,915	2,112,680.80	774,775.59
Oregon	28,532,824	5,310,466.76	796,375.97
Pennsylvania	79,288,269	10,424,580.00	4,887,265.68
Rhode Island	3,324,007	446,496.05	405,010.85
South Carolina	14,261,209	1,024,480.37	745,701.50
South Dakota	15,248,232	1,217,809.42	383,283.07
Tennessee	16,443,936	2,370,560.16	1,621,777.15
Texas	72,869,359	9,920,079.11	4,138,157.49
Utah	6,560,366	803,070.63	218,675.78
Vermont	2,143,353	1,023,941.01	567,397.33
Virginia	17,832,143	3,224,528.82	687,751.06
Washington	23,860,219	7,944,717.38	1,436,070.19
West Virginia	27,237,475	2,483,747.00	893,285.28
Wisconsin	41,728,601	9,880,240.50	2,181,262.38
Wyoming	5,408,879	669,661.16	345,931.73
Total	1,149,437,896	240,263,784.46	79,623,616.33

TABLE 15.—*Highway bonds for rural road and bridge purposes outstanding January 1, 1915, and January 1, 1922. Consolidated data for all States, counties, townships, and districts*

State	Outstanding Jan. 1, 1915			Outstanding Jan. 1, 1922		
	Total State and local bonds	State bonds	Local bonds	Total State and local bonds	State bonds	Local bonds
Alabama	$5,418,000.00		$5,418,000.00	$8,758,500		$8,758,500
Arizona	295,000.00		295,000.00	18,501,000		18,501,000
Arkansas	1,467,066.00		1,467,066.00	50,955,700		50,955,700
California [1]	32,277,000.00	$18,000,000	14,277,000.00	101,258,000	$55,400,000	45,858,000
Colorado	90,500.00		90,500.00	2,000,000	2,000,000	
Connecticut	7,000,000.00	7,000,000	(2)	400,000		400,000
Delaware	1,280,000.00		1,280,000.00	7,144,000	3,929,000	3,215,000
Florida	5,959,199.00		5,959,199.00	24,130,200		24,130,200
Georgia	127,500.00		127,500.00	15,659,000		15,659,000
Idaho	1,339,000.00	505,000	834,000.00	19,772,200	[3] 3,615,500	16,156,700
Illinois	798,761.55		798,761.55	20,617,300	5,000,000	15,617,300
Indiana	43,095,357.34		42,095,357.34	62,415,900		62,415,900
Iowa	1,960,780.00		1,960,780.00	25,677,800		25,677,800
Kansas	(2)	(4)	(2)	9,182,400		9,182,400
Kentucky	705,000.00		705,000.00	7,135,800		7,135,800
Louisiana	1,588,835.00		1,588,835.00	28,571,400		28,571,400
Maine	785,000.00	785,000,000	(2)	6,439,300	6,264,500	174,800
Maryland	12,853,700.00	12,410,000	443,700.00	18,212,900	15,700,000	2,512,900
Massachusetts	10,305,522.82	8,699,500	1,606,022.82	26,820,800	8,097,500	18,723,300
Michigan	10,389,029.43		10,389,029.43	55,234,200	20,000,000	35,234,200
Minnesota	1,411,889.00		1,411,889.00	21,402,600		21,402,600
Mississippi	8,327,172.00		8,327,172.00	37,912,400		37,912,400
Missouri	522,500.00		522,500.00	14,942,600		14,942,600
Montana	2,224,050.72		2,224,050.72	9,775,800		9,775,800
Nebraska	(2)		(2)	2,848,000		2,848,000
Nevada	38,000.00		38,000.00	1,438,000	600,000	838,000
New Hampshire	675,000.00	675,000	(2)	570,100	225,000	345,100
New Jersey	14,011,337.00		14,011,337.00	25,833,000		25,833,000
New Mexico	157,000.00	(5)	157,000.00	2,001,100	1,420,000	581,100
New York	76,822,088.00	65,000,000	11,822,088.00	121,681,100	100,000,000	21,681,100
North Carolina	8,955,300.00		8,955,300.00	55,808,500	10,552,600	45,255,900
North Dakota	(2)		(2)			
Ohio	31,175,968.53	(2)	31,175,968.53	70,936,500		70,936,500
Oklahoma	1,440,000.00		1,440,000.00	11,547,600		11,547,600
Oregon	1,615,000.00		1,615,000.00	42,891,300	31,700,000	11,191,300
Pennsylvania	27,547,659.00		27,547,659.00	[6] 50,000,000	50,000,000	(7)
Rhode Island	1,800,000.00	1,800,000	(2)	2,952,000	2,600,000	352,000
South Carolina	460,000.00		460,000.00	13,081,000		13,081,000
South Dakota	(2)	(4)	(2)	3,649,000	3,500,000	149,000
Tennessee	6,898,277.00		6,898,277.00	28,693,500		28,693,500
Texas	14,615,017.00		14,615,017.00	96,517,900		96,517,900
Utah	541,500.00	260,000	281,500.00	11,785,200	7,000,000	4,785,200
Vermont	(2)		(2)			
Virginia	5,650,994.93		5,650,994.93	14,936,300		14,936,300
Washington	1,555,000.00	190,000	1,365,000.00	20,547,900		20,547,900
West Virginia [8]	1,303,000.00		1,303,000.00	37,727,900	15,000,000	22,727,900
Wisconsin	281,078.00		281,078.00	10,201,600		10,201,600
Wyoming	(2)	(4)	(2)	3,745,000	2,970,000	775,000
Total	344,763,082.32	115,324,500	229,438,582.32	1,222,312,300	345,574,100	876,738,200

[1] All data is for fiscal year ending June 30, 1921, except that for total outstanding State bonds which is for calendar year.
[2] No bonds reported.
[3] Outstanding Sept. 30, 1922.
[4] Constitution prohibits the State participating in works of internal improvement.
[5] In 1912 legislature authorized $500,000 State bonds, but none sold until 1915.
[6] State bonds only.
[7] No data.
[8] Up to July 1, 1915.

TABLE 16.—*Total combined car and truck registrations, 1913 to 1921 inclusive*

States	1913	1914	1915	1916	1917	1918	1919	1920	1921
Alabama	5,300	8,672	11,634	21,636	32,873	46,171	58,898	74,637	82,366
Arizona	3,613	5,040	7,753	12,300	19,890	23,905	28,979	34,601	35,611
Arkansas	3,583	5,642	8,021	15,000	28,693	41,458	49,450	59,082	67,408
California	[1] 100,000	123,504	163,797	232,440	306,916	407,761	477,450	583,623	680,614
Colorado	13,000	17,756	28,894	43,296	87,460	83,244	104,865	129,255	145,739
Connecticut	23,200	27,786	41,121	56,048	74,645	86,067	102,410	119,134	134,141
Delaware	2,440	3,050	5,052	7,102	10,700	12,955	16,152	18,300	21,413
District of Columbia	4,000	4,833	8,009	13,118	15,493	30,490	35,400	34,161	40,625
Florida	[2] 3,000	[2] 3,368	[2] 10,850	20,718	[2] 27,000	54,186	55,400	73,914	97,957
Georgia	[2] 20,000	20,915	25,000	46,025	70,324	104,676	137,000	146,000	131,976
Idaho	2,113	3,346	7,071	12,999	24,731	32,289	42,220	50,861	51,294
Illinois	94,656	131,140	180,832	248,429	340,292	389,620	478,438	568,924	663,348
Indiana	45,000	66,500	96,915	139,065	192,194	227,160	227,255	333,067	400,342
Iowa	70,299	106,087	145,109	198,587	254,462	278,313	364,043	437,378	461,084
Kansas	34,550	49,374	72,520	112,122	159,343	189,163	228,600	294,159	289,539
Kentucky	7,210	11,766	19,500	31,500	47,420	65,884	90,008	112,683	126,802
Louisiana	[1] 10,000	[1] 12,000	11,380	17,000	28,394	40,000	51,000	73,000	77,885
Maine	11,022	15,700	21,545	30,972	41,499	44,572	53,425	62,907	77,527
Maryland	14,217	20,213	31,047	44,245	60,943	74,666	95,634	102,841	136,249
Massachusetts	62,660	77,246	102,633	136,809	174,274	193,497	247,182	274,498	360,732
Michigan	54,366	76,389	114,845	160,052	247,006	262,125	325,813	412,717	476,452
Minnesota	46,000	67,862	93,269	[3] 46,000	[4] 54,000	204,458	259,741	324,166	323,475
Mississippi	3,850	5,694	9,669	25,000	36,600	48,400	59,000	68,486	65,039
Missouri	38,140	54,468	76,462	103,587	147,528	188,040	244,363	297,008	346,437
Montana	5,916	10,200	14,540	25,105	42,749	51,053	59,324	60,650	58,785
Nebraska	13,411	16,385	59,000	101,200	148,101	173,374	200,000	219,000	238,704
Nevada	1,091	1,487	2,009	4,919	7,160	8,159	9,305	10,464	10,821
New Hampshire	8,237	9,571	13,449	17,508	22,267	24,817	31,625	34,680	42,039
New Jersey	51,360	62,961	81,848	109,414	141,918	155,519	190,873	227,737	272,994
New Mexico	1,898	3,090	5,100	8,228	14,086	17,647	18,082	22,100	22,559
New York	134,495	168,223	255,242	314,222	406,016	459,288	566,511	676,205	812,031
North Carolina	10,000	14,677	21,000	33,904	55,950	72,313	109,017	140,860	148,627
North Dakota	15,187	17,347	24,908	40,446	62,993	71,678	82,885	90,840	92,644
Ohio	86,156	122,504	181,332	252,431	346,772	412,775	511,031	621,390	720,634
Oklahoma	[2] 3,000	13,500	25,032	52,718	100,199	121,500	144,500	212,880	221,300
Oregon	13,975	16,447	23,585	33,917	48,632	63,324	83,332	103,790	118,198
Pennsylvania	80,178	112,854	160,137	230,578	325,153	394,186	482,117	570,164	689,589
Rhode Island	10,295	12,331	16,362	21,406	37,046	36,218	44,833	50,477	54,608
South Carolina	10,000	14,000	15,000	[1] 25,000	38,332	55,492	70,143	93,843	89,836
South Dakota	14,457	20,929	28,724	44,271	67,158	90,521	104,628	120,395	119,274
Tennessee	[1] 10,000	[5] 19,769	[6] 7,618	[1] 30,000	[1] 48,000	[1] 63,000	80,422	101,852	117,025
Texas	[1] 32,000	[1] 40,000	[1] 40,000	[1] 125,000	192,961	251,118	331,310	427,693	467,616
Utah	4,000	2,253	9,177	13,507	24,076	32,273	35,236	42,616	47,485
Vermont	5,913	[1] 8,475	[1] 11,499	15,671	21,633	22,553	26,807	31,625	37,265
Virginia	9,022	13,984	21,357	35,426	55,661	72,228	94,100	115,470	139,200
Washington	24,178	30,253	38,823	60,734	91,337	117,278	148,775	173,920	185,359
West Virginia	5,144	6,159	13,279	20,571	31,300	38,750	50,203	80,664	93,940
Wisconsin	34,346	53,161	79,741	115,645	158,637	196,253	236,290	293,298	341,841
Wyoming	1,584	2,428	3,976	7,125	12,523	16,200	21,371	23,926	26,866
Total	1,258,062	1,711,339	2,445,666	3,512,996	4,983,340	6,146,617	7,565,446	9,231,941	10,463,295

[1] Estimated.
[2] State registration only.
[3] Cars registered during 1916 only. Total in State approximately 138,000.
[4] Cars registered during 1917 only. Total approximately 160,000.
[5] Total cumulative registrations, annual registration not required.
[6] Cars registered during 1915 only. Total approximately 26,000.

TABLE 17.—*Total motor vehicles and license revenues for years 1903–1921*

State	1903	1904	1905	1906	1907	1908	1909
Alabama [1]							
Arizona							
Arkansas [1]							
California [1]			$7,857	$11,240	$15,830	$16,970	$19,048
Colorado [2]							
Connecticut					11,686	61,747	57,567
Delaware [1]					1,586	2,175	5,472
Florida							
Georgia [1]							
Idaho							
Illinois					17,541	13,329	30,827
Indiana [1]							
Iowa							
Kansas							
Kentucky							
Louisiana							
Maine			1,472	1,298	1,708	2,248	3,342
Maryland							
Massachusetts	$17,684	$19,162	24,490	33,085	92,091	121,488	169,974
Michigan [1]				8,352	12,798	5,882	8,291
Minnesota [1]							
Mississippi							
Missouri [1]					13,168	11,123	20,503
Montana							
Nebraska							17,054
Nevada							
New Hampshire							
New Jersey				55,000	56,473	82,000	280,828
New Mexico							
New York	[3] 9,181	14,249	25,953	35,463	44,580	53,736	81,773
North Carolina [1]							
North Dakota							
Ohio							46,577
Oklahoma							
Oregon					708	2,103	3,815
Pennsylvania				42,460	59,604	75,646	103,410
Rhode Island			1,684	2,146	2,330	31,108	50,266
South Carolina [1]							[2] 850
South Dakota			365	450	700	841	2,102
Tennessee [1]							2,102
Texas							
Utah							1,952
Vermont							25,218
Virginia [1]							
Washington [1]			688	1,494	2,746	3,184	8,554
West Virginia [1]				1,718	2,075	3,000	3,150
Wisconsin							
Wyoming							
Total	26,865	33,411	62,509	192,706	335,624	486,380	942,675

[1] Revenues not applicable to roads. [2] No State registration. [3] 1901 receipts, $954; 1902, $1,082.

TABLE 17.—*Total motor vehicles and license revenues for years 1903–1921*—Contd.

State	1910	1911	1912	1913	1914	1915
Alabama [1]		$55,000	$64,489	$83,000	$113,202	$180,744
Arizona		7,400	12,323	27,545	34,077	45,579
Arkansas [1]		7,750	15,000	17,411	56,420	80,551
California [1]	$30,495	50,445	[1] 50,000	75,000	1,338,785	2,027,432
Colorado [2]		47,000	[1] 50,000	60,833	80,047	120,801
Connecticut	159,174	230,925	[1] 250,000	316,667	406,623	536,970
Delaware [1]	9,399	13,279	17,988	24,735	35,672	55,596
District of Columbia				13,228	20,147	29,396
Florida		2,900	10,052	[4] 6,000	[4] 6,736	60,000
Georgia [1]	6,900	13,674	12,000	12,000	104,575	125,000
Idaho				35,160	58,580	121,259
Illinois	45,468	124,239	364,873	507,629	699,725	924,906
Indiana [1]	[5] 32,000	13,000	17,009	150,345	432,309	587,318
Iowa		178,814	404,862	787,411	1,040,136	1,533,054
Kansas				186,066	268,471	387,588
Kentucky	23,340	23,355	37,260	52,000	85,883	117,117
Louisiana		24,000	[6] 30,000	[7] 10,000	[7] 12,000	75,600
Maine	4,938	7,340	102,801	138,509	192,542	268,412
Maryland		56,210	95,000	150,000	268,231	386,565
Massachusetts	403,301	504,162	616,236	764,154	923,961	1,235,724
Michigan [1]	73,801	106,913	143,388	190,329	([8])	373,833
Minnesota [1]		28,912	55,500	40,000	132,398	[7] 160,540
Mississippi			25,855	24,735	51,146	76,700
Missouri [1]	31,527	55,506	117,362	173,510	235,873	323,289
Montana				12,000	27,000	33,120
Nebraska	29,532	47,114	20,462	26,000	34,325	[7] 183,000
Nevada				3,323	4,331	7,875
New Hampshire	42,421	58,009	117,316	152,834	185,288	257,776
New Jersey	335,578	[9] 350,000	469,471	661,446	814,536	1,062,923
New Mexico			9,040	15,084	19,663	29,625
New York	397,540	918,197	[10] 1,000,000	1,275,727	1,529,852	1,991,181
North Carolina [1]		[11] 12,010	12,582	60,000	89,580	123,000
North Dakota		17,602	28,398	41,961	55,964	79,245
Ohio	124,000	190,712	337,303	457,538	685,457	984,622
Oklahoma		17,245	2,831	3,000	13,500	154,892
Oregon	7,479	27,316	53,297	56,873	77,592	108,881
Pennsylvania	321,985	429,523	597,723	841,062	1,185,039	1,665,276
Rhode Island	66,056	82,764	104,689	129,851	157,020	206,440
South Carolina [1]	[2] 1,800	[2] 2,100	3,261	10,000	14,000	15,000
South Dakota	3,010	4,111	1,492	89,170	125,000	[7] 180,000
Tennessee [1]	3,190	4,558	7,238	[7] 9,000	39,538	[7] 34,000
Texas		78,000	[10] 80,000	16,000	20,000	20,000
Utah	1,287	1,165	[10] 1,800	3,000	4,852	[7] 60,000
Vermont	40,000	60,635	80,799	111,460	154,267	218,480
Virginia [1]	20,670	35,576	57,440	83,611	120,814	176,875
Washington [1]	12,002	20,636	28,000	48,356	60,506	238,717
West Virginia [1]	8,020	13,378	[10] 23,000	40,000	60,648	128,952
Wisconsin		[12] 46,000	124,303	190,770	293,580	431,977
Wyoming			[10] 8,600	7,920	12,140	19,880
Total	2,234,913	3,967,475	5,661,043	8,192,253	12,382,031	18,245,711

[1] Revenues not applicable to roads.
[2] No State registration.
[4] State registrations only.
[5] Total receipts, including 1910.
[6] Estimated—bill pending.
[7] Estimated.
[8] Registration law held unconstitutional.
[9] Net, above expenses.
[10] Estimated by State officials and Office of Public Roads.
[11] Fiscal year ending June 30 each year.
[12] The fee was $2 for each automobile.

TABLE 17.—*Total motor vehicles and license revenues for year 1903–1921*—Contd.

State	1916	1917	1918	1919	1920	1921
Alabama	$203,655	$217,700	$470,274	$541,348.70	$835,178.00	$1,147,265.00
Arizona	73,000	117,643	142,288	164,755.68	192,368.92	195,969.75
Arkansas	150,000	205,176	410,649	500,970.00	591,464.50	856,543.60
California	2,192,699	2,846,030	3,524,036	4,468,721.67	5,714,717.40	6,834,089.52
Colorado	197,795	296,808	379,559	490,432.31	819,872.74	906,059.27
Connecticut	768,728	1,080,757	1,285,164	1,516,136.91	1,852,591.00	2,129,861.12
Delaware	85,249	133,883	232,449	286,333.00	329,980.00	375,469.00
Dist. of Columbia	47,624	55,928	220,753	274,184.00	266,285.00	209,583.00
Florida	127,176	[7] 170,000	345,775	401,317.40	554,695.14	734,845.50
Georgia	154,735	229,653	331,816	429,848.00	1,919,338.92	1,705,941.24
Idaho	213,758	412,641	576,555	729,702.94	882,034.51	841,212.93
Illinois	1,236,566	1,588,835	2,764,330	3,262,714.00	5,915,700.17	6,803,556.21
Indiana	817,285	1,096,159	1,293,128	1,558,740.50	2,029,694.00	2,422,227.00
Iowa	1,776,170	2,249,655	2,547,596	3,077,445.81	7,507,202.08	7,719,127.47
Kansas	585,762	830,878	978,837	1,150,000.00	1,419,345.50	1,400,000.00
Kentucky	184,741	287,314	402,250	565,520.21	815,549.31	1,771,887.02
Louisiana	112,000	166,835	240,000	306,000.00	390,000.00	453,276.00
Maine	363,562	491,695	570,171	685,570.25	818,755.50	1,004,750.25
Maryland	565,302	807,395	1,189,984	1,776,410.22	2,124,924.84	2,460,162.04
Massachusetts	1,602,958	1,969,994	2,184,821	2,667,853.85	3,860,231.70	4,717,389.30
Michigan	1,739,344	2,471,271	2,875,266	3,719,433.39	5,754,900.96	6,751,924.51
Minnesota	82,469	100,000	1,076,811	218,469.50	143,794.50	5,672,424.61
Mississippi	175,000	250,000	335,000	400,000.00	800,000.00	751,946.63
Missouri	439,315	617,942	1,394,762	1,725,076.70	2,111,696.85	2,505,353.90
Montana	52,768	290,936	350,914	407,848.00	416,245.00	594,520.50
Nebraska	311,334	451,303	536,897	304,450.55	2,800,000.00	2,824,811.25
Nevada	20,116	31,166	31,083	37,550.75	103,318.33	102,800.00
New Hampshire	344,434	425,305	509,335	599,621.25	654,702.04	876,322.14
New Jersey	1,406,806	1,923,164	2,431,757	2,931,902.15	3,503,936.76	3,974,063.75
New Mexico	47,865	80,843	105,631	111,150.00	200,000.00	198,632.77
New York	2,658,042	4,284,144	4,945,298	5,984,659.50	8,863,250.59	10,288,858.25
North Carolina	206,101	321,923	394,739	1,313,950.73	1,785,000.00	2,259,240.43
North Dakota	125,283	211,536	471,429	636,842.40	691,500.00	683,052.45
Ohio	1,286,405	1,766,427	2,125,426	2,593,000.00	6,400,000.00	6,894,159.73
Oklahoma	555,011	853,659	1,102,380	1,178,130.27	2,500,000.00	2,619,713.49
Oregon	146,232	196,787	461,422	602,239.00	2,085,168.50	2,334,931.25
Pennsylvania	2,325,057	3,268,025	4,048,186	5,090,921.00	8,090,873.04	9,470,174.31
Rhode Island	264,737	346,117	385,608	477,223.25	531,462.75	848,723.59
South Carolina	10,000	113,557	300,217	389,034.68	527,868.13	741,114.79
South Dakota	140,746	210,592	282,742	322,340.50	784,000.00	720,587.00
Tennessee	186,953	322,200	390,000	585,181.95	1,215,776.04	1,387,870.10
Texas	20,000	858,978	2,039,589	2,624,334.29	3,510,355.97	3,806,395.25
Utah	93,494	170,707	229,203	291,325.96	350,933.29	441,359.88
Vermont	297,992	363,541	398,856	460,190.87	555,422.38	668,288.50
Virginia	271,266	518,566	684,636	900,000.00	1,822,736.16	2,021,146.09
Washington	350,052	519,526	875,391	2,325,323.53	2,828,896.10	3,140,730.74
West Virginia	198,436	359,339	447,705	1,008,083.31	1,280,193.28	1,250,525.82
Wisconsin	615,721	861,278	2,076,701	2,502,852.00	3,127,073.00	3,671,645.50
Wyoming	35,625	57,421	80,000	102,114.50	267,179.35	288,121.88
Total	25,865,369	37,501,233	51,477,419	64,697,255.48	102,546,212.25	122,478,654.33

[7] Estimated.

TABLE 18.—*Motor vehicle registrations, revenues, and gasoline tax for the year 1921*

State	Total motor cars and trucks	Passenger cars		Motor trucks and commercial cars	Trailers	Motor cycles	Total gross motor vehicle registration and license revenues (not including gasoline taxes)	Gross revenues from gasoline tax	Motor-vehicle revenues available for road work (not including gasoline taxes)	
		Private passenger cars	Taxicabs, busses, and cars for hire						By or under State highway department	Under direction of local authorities
Alabama	82,366	69,422	9,110	3,834		810	$1,147,265.00		$917,812.00	
Arizona	35,611	31,069	3,980	562		440	195,969.75	$87,928.35	195,969.75	
Arkansas	67,408	66,480	[1] 928		4	174	856,543.60	[2] 170,000.00	256,963.08	$599,580.52
California	680,614	645,522	35,092		3,421	17,729	6,834,089.52		3,018,192.36	3,018,192.36
Colorado	145,739	136,336	9,403		45	2,868	906,059.27	559,472.22	410,158.10	410,158.10
Connecticut	134,141	108,692	24,112	1,337		5,282	2,129,861.12	176,489.47	2,129,861.12	
Delaware	21,413	[3] 21,413			67	541	375,469.00		[3] 375,469.00	
District of Columbia	[4] 40,625	33,654	5,177	1,794		1,101	209,583.00			
Florida	97,957	83,111	14,846			1,296	734,845.50	[5] 283,867.15	570,401.51	
Georgia	131,976	[3] 131,976				1,232	1,705,941.24	[6] 302,157.82	1,705,941.24	
Idaho	51,294	46,935	4,359			744	841,212.93		210,303.23	630,909.70
Illinois	663,348	583,441	79,907			8,898	6,803,556.21		[7] 6,776,781.17	
Indiana	400,342	357,025	43,317		1,851	7,524	2,422,227.00		2,281,276.00	
Iowa	461,084	430,118	30,966		344	3,897	7,719,127.47		[8] 7,217,384.19	
Kansas [9]	289,539	267,891	21,648			2,271	1,400,000.00		[10] 1,400,000.00	
Kentucky	126,802	110,602	15,025	1,175			1,771,887.02	411,938.95	1,771,887.02	
Louisiana	77,885	67,311	10,574			479	453,276.00		453,276.00	
Maine	77,527	67,591	9,936			1,525	1,004,750.25		[11] 496,460.64	
Maryland	136,249	[12] 120,231	[13] 11,597	4,421		5,271	2,460,162.04		1,750,000.00	
Massachusetts	360,732	305,471	55,261		472	12,048	4,717,389.30		[14] 4,717,389.30	
Michigan	476,452	426,687	49,765		4,330	6,195	6,751,924.51		3,135,040.24	3,126,456.14
Minnesota	[15] 323,475	299,100	24,375		820	3,150	5,672,424.61		5,672,424.61	
Mississippi	65,039	[3] 65,039					751,946.63		649,345.44	
Missouri	346,437	[3] 346,437				3,609	2,505,353.90		2,505,353.90	
Montana	58,785	[3] 58,785				472	594,520.50	[2] 228,799.33	274,016.52	274,016.52
Nebraska	238,704	219,781	[16] 18,923		322	1,866	2,824,811.25		2,116,746.94	705,582.31
Nevada	10,821	[17] 10,000	821			131	102,800.00		[7] 97,200.00	600.00
New Hampshire	42,039	36,994	5,045			2,358	876,322.14		790,129.36	
New Jersey	272,994	248,477	24,517		857	9,724	3,974,063.75		3,733,686.42	
New Mexico	22,559	21,155	1,404			152	198,632.77	333,288.33	194,051.79	

(See p. 86 for footnotes.)

TABLE 18.—*Motor vehicle registrations, revenues, and gasoline tax for the year 1921*—Continued

State	Total motor cars and trucks	Passenger cars		Motor trucks and commercial cars	Trailers	Motor cycles	Total gross motor vehicle registration and license revenues (not including gasoline taxes)	Gross revenues from gasoline tax	Motor-vehicle revenues available for road work (not including gasoline taxes)	
		Private passenger cars	Taxicabs, busses, and cars for hire						By or under State highway department	Under direction of local authorities
New York [18]	812,031	630,791	148,553	32,687	3,213	26,998	$10,288,858.25		$7,716,643.69	$2,572,214.56
North Carolina [9]	148,627	134,884	13,743			1,274	2,259,240.43	[19] $506,018.76	2,259,240.43	
North Dakota	92,644	90,221	2,423			811	683,052.45		201,526.23	201,526.23
Ohio	[20] 720,634	622,044	98,590		4,801	17,203	6,894,159.73		3,250,125.45	3,456,355.45
Oklahoma	221,300	[3] 221,300				1,013	2,619,713.49			2,354,549.43
Oregon	118,198	103,735	[21] 14,360	103	290	3,164	2,334,931.25	935,126.24	1,665,000.00	555,000.00
Pennsylvania	689,589	632,541	57,048		951	21,111	9,470,174.31	[22] 835,325.64	9,470,174.31	
Rhode Island	54,608	43,662	9,693	1,253	41	1,751	848,723.59		764,483.16	
South Carolina	89,836	82,993	6,843		59		741,114.79		587,056.07	
South Dakota	119,274	110,997	8,277				720,587.00			648,528.30
Tennessee	117,025	102,795	14,230			1,043	1,387,870.10		661,655.46	661,655.46
Texas	467,616	[3] 467,616				3,905	3,806,395.25		1,865,079.58	1,852,562.49
Utah	47,485	40,562	6,923			909	441,359.88		[7] 432,959.82	
Vermont	37,265	[23] 33,778	3,487			965	668,288.50		618,288.50	
Virginia	139,200	122,000	17,200			2,100	2,021,146.09		1,970,702.66	
Washington	185,359	154,239	[24] 27,739	3,381	797	3,913	3,140,730.74	471,847.53	2,800,030.74	
West Virginia	93,940	77,397	16,543			1,539	1,250,525.82		1,250,525.82	
Wisconsin	341,841	320,577	21,264			6,423	3,671,645.50		2,568,109.13	856,036.37
Wyoming	26,866	23,966	2,900			322	288,121.88		288,121.88	
Total	10,463,295	9,432,844	979,904	50,547	22,685	196,231	122,478,654.33	5,302,259.79	94,193,243.86	21,923,923.94

[1] Trucks registered separately only after May 1.
[2] For period May–December inclusive.
[3] Includes motor trucks.
[4] Does not include 8,439 nonresident passenger cars and 1,023 nonresident trucks.
[5] For period June 20–December, inclusive.
[6] For period Aug. 10 to Dec. 31, inclusive.
[7] To pay interest and principal on State highway bonds.
[8] To State primary road fund.
[9] For period July–December, inclusive.
[10] Devoted to State aid and special road drag funds.
[11] Does not include about $500,000 used to pay interest and principal on State highway bonds.
[12] Includes approximately 12,000 nonresident passenger cars.
[13] Includes approximately 2,000 nonresident trucks.
[14] Devoted to road work in accordance with appropriations by legislature.
[15] Does not include 1,752 cars and trucks owned by State, cities, and counties.
[16] Includes motor bus registrations.
[17] Does not include 179 cars owned by State and cities.
[18] For period February–December, inclusive.
[19] For period March–December, inclusive.
[20] Does not include 2,800 cars and trucks owned by State, cities, and counties.
[21] Includes 5,223 commercial vehicles of less than 1-ton capacity.
[22] For period September–December, inclusive.
[23] Does not include 490 cars and trucks owned by State and cities.
[24] Does not include 1,891 cars and trucks owned by State.

TABLE 19.—*Motor vehicle registrations, revenues, and gasoline tax for the year 1922*

State	Total motor cars and trucks	Passenger cars		Motor trucks and commercial cars	Trailers [2]	Motorcycles	Registration revenues		Gasoline tax	
		Private passenger cars	Taxicabs, busses, and cars for hire [1]				Total gross	Amount applicable to State road work	Total gross	Amount applicable to State road work
Alabama	90,052	77,473	2,710	9,869		638	[3] $1,262,800.00	[4-3] $939,074.14	[5]	
Arizona	38,034	38,034		[6]		424	216,598.26	216,598.26	$157,468.73	$157,468.73
Arkansas	84,596	76,696		7,900	82	238	1,030,196.60	311,373.60	208,075.98	104,037.99
California	861,807	822,394		39,413	4,861	16,301	8,384,606.40	3,785,555.00		
Colorado	162,328	151,499		10,829	62	2,770	991,677.22	[4] 897,972.61	644,865.94	644,865.94
Connecticut	152,977	124,608	2,447	25,922	117	4,386	3,567,744.84	3,567,744.84	689,247.53	
Delaware	24,560	24,560		[6]	85	427	426,377.00	[4] 426,377.00		
District of Columbia	52,792	[1] 43,509	2,560	[7] 6,723		2,357	353,726.50			
Florida	116,170	94,175	2,767	19,228	455	1,456	1,538,342.26	1,034,009.01	693,221.41	693,221.41
Georgia	143,423	126,498		16,925		1,136	1,830,047.61	1,765,755.44	739,188.55	
Idaho	53,874	49,393		4,481		703	812,943.72	203,237.68		
Illinois	781,974	682,250		99,724		8,156	7,882,482.02	[4] 7,882,482.02		
Indiana	469,939	413,410		56,529	2,508	6,598	2,999,588.50	[3] 2,750,000.00		
Iowa	500,158	468,736		31,422	100	3,570	7,923,388.06	[3] 7,378,751.00		
Kansas	327,194	303,725		23,469		2,315	[3] 3,100,000.00			
Kentucky	154,021	136,627		17,394		1,042	2,140,444.31	2,140,444.31	[8] 447,549.97	[8] 447,549.97
Louisiana	102,284	87,003		15,281		509	1,756,226.42	1,756,226.42	484,392.81	484,392.81
Maine	92,539	78,697		13,842	499	1,321	1,417,507.57	[9] 1,417,507.57		
Maryland	165,624	[10] 150,523	3,225	[10] 11,876	333	4,981	2,824,843.91	[3] 2,125,000.00	[11] 395,545.53	395,545.53
Massachusetts	385,231	[12] 325,307		[12] 59,924	519	[12] 10,047	5,685,527.05	[13] 5,685,527.05		
Michigan	578,210	518,127		60,083	5,305	5,160	8,385,022.17	3,778,296.87		
Minnesota	380,557	341,322		39,235	601	3,240	6,543,685.77	[4] 6,543,685.77		
Mississippi	77,571	71,000		6,571		100	1,179,803.00	1,179,803.00	[14] 264,739.19	263,389.19
Missouri	392,523	352,929		39,594	448	2,792	3,512,182.97	[3-4] 3,400,000.00		
Montana	62,650	55,682		6,968		397	619,899.50	291,700.15	243,912.39	
Nebraska	256,654	233,658		22,996	414	1,856	3,031,699.93	1,409,740.47		
Nevada	12,116	12,116		[6]		112	120,937.73	[4] 112,366.73		
New Hampshire	48,406	42,270		6,136	279	1,883	1,246,098.46	1,145,601.57		
New Jersey	342,286	258,540	9,237	74,509	886	9,284	6,251,418.50	5,991,949.61		
New Mexico	25,473	25,473		[6]		163	243,813.61	223,074.81	[15] 183,088.79	147,097.49
New York	1,002,293	781,070	35,365	185,858	3,417	25,175	12,736,364.37	[3-13] 9,500,000.00		
North Carolina [16]	182,550	163,600		18,950		1,190	2,715,331.58	[3-4] 2,645,000.00	778,496.68	[3] 760,000.00
North Dakota	99,052	96,080		2,972		766	698,931.70	221,965.85	[17]	
Ohio	858,716	740,884		117,832	5,389	15,339	7,888,992.38	3,986,621.56		
Oklahoma	249,659	249,659		[6]		952	2,729,169.15			

(See p. 88 for footnotes)

TABLE 19.—*Motor vehicle registrations, revenues, and gasoline tax for the year 1922*—Continued

State	Total motor cars and trucks	Passenger cars		Motor trucks and commercial cars	Trailers [2]	Motorcycles	Registration revenues		Gasoline tax	
		Private passenger cars	Taxicabs, busses, and cars for hire [1]				Total gross	Amount applicable to State road work	Total gross	Amount applicable to State road work
Oregon	134,125	118,035	592	[18] 15,498	337	3,206	$3,340,519.58	[3] $2,380,000.00	[19] $1,100,260.11	$1,053,779.48
Pennsylvania	829,737	763,916		65,821	1,075	19,316	12,575,380.56	12,575,380.56	2,683,526.68	
Rhode Island	66,083	51,804	1,503	12,776	52	1,434	1,139,742.77	1,057,678.10		
South Carolina	95,239	88,018		7,221	68	557	734,856.18	587,884.94	[20] 767,032.65	
South Dakota	125,241	116,144		9,097		659	743,232.00		489,000.00	369,000.00
Tennessee	135,716	119,319		16,397		[3] 1,680	1,592,230.14	1,592,230.14	[21]	
Texas	526,238	526,238		[6]		3,401	4,261,488.67	2,071,233.00		
Utah	49,164	41,942		7,222	150	742	729,455.00	[4] 675,222.37		
Vermont	43,881	41,241		2,640		856	781,982.35	708,885.88		
Virginia	168,000	145,000		23,000	200	1,850	2,467,346.93	2,346,966.93		
Washington	210,716	176,074	2,701	31,941	980	3,846	3,291,671.70	3,166,971.70	953,829.67	953,829.57
West Virginia	112,763	101,301	6,352	5,110	96	1,361	1,936,079.29	1,936,079.29		
Wisconsin	382,542	356,143		26,399		5,718	4,088,570.00	[3] 2,900,000.00		
Wyoming	30,637	27,410		3,227	10	304	316,849.50	316,849.50		
Total	12,238,375	10,890,112	69,459	1,278,804	29,328	182,714	152,047,823.74	117,028,824.75	11,923,442.61	6,474,178.11

[1] Where no data are given these vehicles are included with private passenger cars.
[2] Where blanks occur no data could be secured as to the number of trailers in the State.
[3] Approximate.
[4] Devoted to financing of State highway bonds and remainder to road work.
[5] State inspection fee on gasoline of one-half mill per gallon.
[6] No separate record, included with passenger cars.
[7] Does not include 19,926 nonresident cars nor 1,836 nonresident trucks.
[8] For fiscal year ending June 30, 1922, data for calendar year not available.
[9] Of this amount $414,330.00 was devoted to payment of interest and principal on State highway bonds and $197,813.50 to administration of highway department, auto registration and motor enforcement department.
[10] Includes approximately 12,000 nonresident cars and 2,000 nonresident trucks.
[11] For seven months, June 1 to Dec. 31, inclusive.
[12] A total of 65,141 re-registrations deducted pro rata from cars, trucks, and motor cycles.
[13] Devoted to road work in accordance with legislative appropriations.
[14] For nine months, Apr. 1 to Dec. 31, inclusive.
[15] Includes $28,707.62 of delinquent gasoline taxes.
[16] For first six months of registration year July to Dec. 1, 1922, inclusive.
[17] State tax of one-fourth to one-half cent per gallon on all petroleum products except lubricating oils amounting to $128,165.00 during 1922. Proceeds to general State funds.
[18] Includes 4,763 commercial cars of less than 1-ton capacity.
[19] For the first 11 months of 1922.
[20] For ten months, Mar. 1 to Dec. 31, inclusive.
[21] State fees, coal-oil inspectors, amounted to approximately $360,000, proceeds to State general fund.